

Mild Club

LITTLE'S WEEKLY

THE OLDEST AND BEST ILLUSTRATED WEEKLY IN THE UNITED STATES.

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CLEARING THE BARS.

NEITHER DEMOCRATIC NOR REPUBLICAN BLINDERS CAN STOP HIM.

Drawn by E. W. Davis.

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Thursday, October 5, 1905

Roosevelt for the Senate in 1908.

IF PRESIDENT ROOSEVELT insists on taking himself out of the Presidential field in 1908—and there is no doubt as to the sincerity of his purpose at this time—it will be a great public loss. His remarkable aptitude for meeting the most perplexing national problems justifies the hope that he will not retire from public life four years hence. There is no reason why he should wait till 1912, as has been suggested, and then once more permit his name to be used as a presidential candidate.

Let New York send Mr. Roosevelt to the Senate as soon as his term ends. When he steps down out of the presidency on March 4th, 1909, Mr. Platt's term in the Senate will close, and as he will be seventy-six years of age at that time he will refuse another election. He already says this is his last term. Let President Roosevelt be chosen to succeed Senator Platt.

After Andrew Johnson left the White House he made several attempts to enter Congress, both the House and the Senate. He was at last chosen to the Senate, but, unhappily, he died shortly after his election. John Quincy Adams served seventeen years in the House of Representatives after he left the presidency, and they were the most brilliant years of all his public career. Adams held many public stations—diplomatic, legislative, executive—during his political service, which stretched over half a century; but his best work—the work by which he will be the longest remembered—was done in the House after he had been President. His presidential service gave him an influence in Congress such as no other member of either branch commanded. He belonged to no party. Neither the Whigs nor the Democrats claimed him. He was bigger than any party. Congress has seen many so-called independents from the time when John Randolph seceded from Jefferson's party, and determined to "go it alone," down to the days of David Davis. Immeasurably the most independent man of them all, however, and immeasurably the most potent of all of them, was ex-President Adams.

Other ex-Presidents held public station outside of Congress. The first President Adams, long after he left the White House, became a member of the convention which framed a constitution for Massachusetts. Ex-President Tyler was chosen a pathmaster, and also president of the Peace Congress of 1861. One or two others of them held other posts, and all of them did this very acceptably and creditably.

Mr. Roosevelt, who is the youngest of all the Presidents, will be only a few months over fifty years of age when he leaves office in 1909. Physically he is more robust than any of the Presidents were during their service. Intellectually he has more industry, originality, and versatility than any of them. As compared with those of all his predecessors, his activities are far more multifarious, from shooting bobcats to settling coal strikes and bringing peace between great nations and continents.

With his great ability, his tremendous energy and his boundless and endless many-sidedness, Mr. Roosevelt, especially after the prestige and the potency

which his presidential service will give him, will be the first man in any community, in any sphere, in any activity, with which he identifies himself. "Where McGregor sits, there is the head of the table." In the Senate Mr. Roosevelt's talents, his acquaintance with public men all over the world, and his comprehensive knowledge of every issue, international as well as national, with which the United States has any concern, would be of incalculable value to his State and his country.

And in 1912 the White House would be open to him again, if he felt like entering it.

Repeal the Race-track Law.

IF THE churches, the Young Men's Christian Associations, the civic-reform leagues, and other religious and reform agencies in New York State want to do some direct, practical, and specific work in the cause of public morality, let them combine forces and work to secure a recommendation in the next annual message of Governor Higgins for the repeal of the Percy-Gray law in the State Legislature during the coming winter, and the abolition of the State racing commission, both of these things having no other reason for being than the encouragement of race-track gambling. The Percy-Gray law was enacted at the instigation of the jockey association, to enable them to "get around" the anti-gambling amendment to the State constitution adopted in 1897 by a majority of 90,000 votes. Under this law gambling within racing inclosures has been practically legalized, and is carried on just as it was before the constitution amendment was adopted, thus nullifying the will of the people, and all for the sake of enriching a few race-track magnates and pandering to the vices of a set of high-rollers and degenerates.

It is a fact beyond question that there is no form of gambling now existent in this country so widespread, so formidable, so insidious in its workings, so productive of crime and misery, as race-track gambling. The record of the criminal courts bears ample testimony to the statement that more embezzlements, defalcations, and breaches of trust are attributable to betting in the races than to any other one cause. "He bet on the races" is the legend that one reads inscribed almost daily over the accounts in the newspapers of the disgrace and downfall of men, old and young, who have been holding positions of trust and responsibility.

There is no reason why New York should continue to bear the shame and reproach of protecting and fostering a business which most other States have outlawed and driven from their borders. Race-track gambling was stamped out in New Jersey years ago, and attempts since made to legalize pool-selling in Pennsylvania have been promptly and sternly suppressed. During the present year a new anti-gambling law has gone into effect in Missouri, and Governor Folk, with his customary vigor and determination, has secured its enforcement, despite a strong and virulent opposition. A very similar service has been rendered by Governor Hanly in Indiana. There is no more reason why pool-selling on race-tracks should be tolerated in New York than in New Jersey, Indiana, and Missouri. If horse-racing, the so-called "sport of kings," cannot be maintained without gambling adjuncts, then let the "sport of kings" go to the wall.

As a form of recreation and amusement horse-racing has little in it, any way, to commend it to people of wholesome tastes; its inevitable accompaniments seem to be vulgarity, coarseness, and immorality of almost every stamp and dye. A professional race-track seems to breed vice and crime as naturally as a stagnant pool breeds pestilent vermin. Every racing inclosure is a curse to the community in which it exists, a source of moral pollution, and a hotbed of lawlessness. The principal thing that stands between the criminal courts and race-track gambling in New York State is the Percy-Gray law. Repeal that odious law and let the pool-sellers on the race-tracks fare the same as the other gamblers. It is a mockery of law and justice, as a learned New York judge has said, to make an action a felony on one side of a fence and simply a case for a civil court on the other. This is just what the Percy-Gray law does with pool-selling.

A Point for the Taxpayer.

WE DO not know whether Governor Folk, of Missouri, is a total abstainer or not, and we are pretty certain that he is not a prohibitionist; but however this may be, he believes that saloon-keepers and other vendors of strong drink should observe the Sunday laws and other restrictions which have been placed upon their business. Neither does he accept the silly and fallacious argument, so much worked by the advocates of a free-and-easy policy of local government, that the prosperity of any city or town depends in any degree upon its "wide-openness." In his speech on "The Reign of Law," at Chautauqua, the Governor declared that during the last three years and a half of law enforcement in Missouri immigration to that State had increased twenty-five per cent. more than in any year of its history. The increase of wealth in the State, he said, had been so great that he should feel justified in asking the next Legislature to reduce the tax rate. He said further: "When the wine-rooms and gambling-shops were closed in Missouri there were those who said the grass would grow in the streets of the cities. Kansas City, St.

Joseph, and St. Louis are all prospering under a reign of law and order." These words may be specially commended to the attention of the managers of the next municipal campaign in New York. In every such campaign in recent years it has been contended by one of the opposing parties that a policy of strict law enforcement would involve a great hardship to many people and be a check upon business. But it is a foolish and vicious argument. It is not true, and never has been true, of New York or any other city or town on the continent.

The Plain Truth.

THE STERLING good sense, humane feeling, and practical wisdom which have dominated the Japanese government from the beginning of its difficulties with Russia are shown again in a notable way by the character of the monument which it proposes to erect to commemorate Admiral Togo's victory in the Sea of Japan. This monument will be in the shape of a lighthouse on Okino Island. It is planned to have the light show for a distance of eight miles, covering almost the entire scene of the battle. This plan has been adopted over all others because the monument will be near the scene of battle and stand, consequently, in the sight and memory of the officers and men of the Japanese navy, and will also be a great convenience to navigation. If there should be a future war it will prevent disasters similar to those which overtook the transports *Hitachi* and *Sado*. The lighthouse will be erected by popular subscription.

IT WILL BE fortunate for the country if something tangible results from the conferences of the National Civic Federation which is to meet in New York, December 6th and 7th of this year. The call mentions these subjects as deserving of especial attention: The character of our increasing immigrant population; the inspection of immigrants; the demand for labor; character of the immigrants; their disposition to localities; the housing and employment of aliens in large cities; immigrants and the Chinese coolies; lastly, the admittance to the country of Chinese scholars, tourists, and merchants. Nothing is said of the subject of restricting immigration; perhaps the committee did not desire to antagonize the great transportation companies in advance. Considering the composite character of the committee, great good should result from the meetings of the conference, composed, as it is, of representatives from the financial and labor interests of the country. Assuredly there is wide field for discussion here, as much legislation is needed, especially in the matter of improving the character of our immigrants by a judicious process of selection.

BISHOP POTTER is right. Sermons, as a rule, should never exceed twenty minutes in length. An otherwise impressive discourse is more than likely to have its effect dissipated if extended beyond this time. Gladstone, who was a devoted and extremely punctilious churchman, once advised a young curate never to exceed the twenty-minute limit if he would be a successful preacher. What was true in Gladstone's time is truer still to-day. Brevity is now recognized to be not only the soul of wit, but the soul of many other things. The telephone, the telegraph, and the cable have taught us in a most practical way the preciousness of time. It is the day of short things—short sermons, short letters, short editorials, short speeches. Quick transit has got into the blood of the age, into its thought, into its method of business, and, too often, into the course of life. The demand is that things be done quickly, if not always so wisely and well. We must undo in the Philippines in ten years what was two centuries and more in the doing. We must finish the Panama Canal next year, or the year after, or come under the suspicion of delaying matters for some selfish or corrupt purpose. Yes; brevity is all right in sermons and editorials, but let us have a care that we do not apply the principle too far and too indiscriminately.

THE VIEWS of Count Cassini on any subject pertaining to the Japanese should be taken, of course, with some grains of allowance; but certain statements made by the returning Russian ambassador in an interview in London, comparing Chinese with Japanese character, are certainly well within the truth. Count Cassini was a minister at the Chinese court for years, and knows whereof he speaks. "The Chinese," he says, "are a truthful people. A Chinaman's word is as good as his oath." The Japanese belong to the same race, and have much in common with the people of the Celestial kingdom, but veracity is not among their common possessions. Falsity and deceitfulness seem to be among the leading characteristics of the Japanese, in peace as well as in war, and there are few traits worse than these in a people in claiming a large advance in civilization and enlightenment. Again and again, in the course of the present war, Japanese officers and government officials have resorted to falsehood without apparent reason or excuse, and when the truth would have served their purpose equally well. These are not pleasant facts to contemplate in a nation which has now forged to the front as the leader of the Orient, and which soon will be our chief competitor in the trade of that part of the world. We shall doubtless continue to maintain a friendly and sympathetic attitude toward Japan, but it is friendship which will bear watching.

PEOPLE TALKED ABOUT



MISS GERTRUDE VON PETZOLD, M.A.,
Said to be first woman appointed to a pastorate
in England.

which she has been called is the Unitarian Church, Narborough Road, Leicester. Miss von Petzold has been supplying the pulpit of this church for over a year, and her preaching has been so acceptable that she has finally been asked to assume the permanent pastorate.

ALL WHO ARE interested in the upbuilding of the American merchant marine—and what American citizen is not?—will be gratified to know that the Merchant Marine League of the United States, an organization devoted to this special work, is henceforth to have the exclusive service, as its chief executive officer, of Mr. Alexander R. Smith, who has been the superintendent of the New York Maritime Exchange for the past four years, and has devoted nearly all his active life to the study and promotion of problems connected with our maritime interests and to the agitation for such governmental action as shall place our merchant marine on a parity with that of great industries of the United States. Mr. Smith has resigned his post with the New York Maritime Exchange in order that he may give up his whole time to the work of the national organization, which is a non-partisan body, with headquarters at Cleveland. The Merchant Marine League will second the efforts of the committee appointed by Congress last winter to investigate the condition of our merchant marine and suggest ways and means for its development.

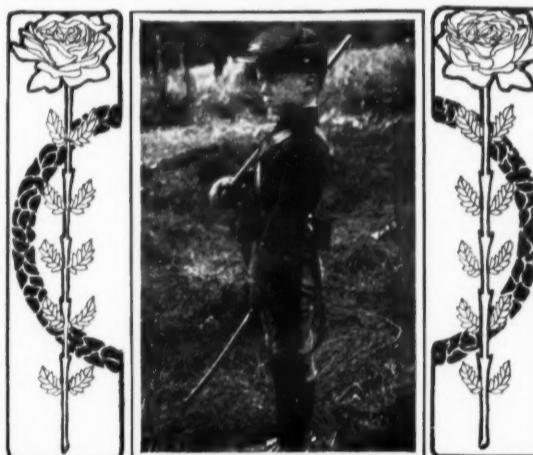
GREAT WEALTH entails responsibilities correspondingly great, for its possessor, whether he wills or not, yields a tremendous power for good or evil. It is a significant fact that in the recent negotiations between Russia and Japan the influence of the world's financiers lay in the direction of peace. The "straw" which was perhaps more widely heralded than any other as indicating the end of the struggle was the visit of Mr. J. Pierpont Morgan to President Roosevelt while the Portsmouth conference was in session. It is likely that the importance of the visit was not overestimated, and it is highly gratifying to know that Mr. Morgan's influence, as well as that of other

great financiers, was used to hasten the end of the terrible conflict. Mr. Morgan is the leading exponent of the theory that wealth and culture may be made synonymous terms. Big in body as well as in brain, he has lived sixty-eight aggressive years, and seems on the very threshold of his powers. The complex character of his vast business interests has not prevented a wider development, and he stands to-day as one of the foremost patrons of art and education. The record of his busy life will prove an inspiration to all young men who are striving for broader culture and higher ideals.



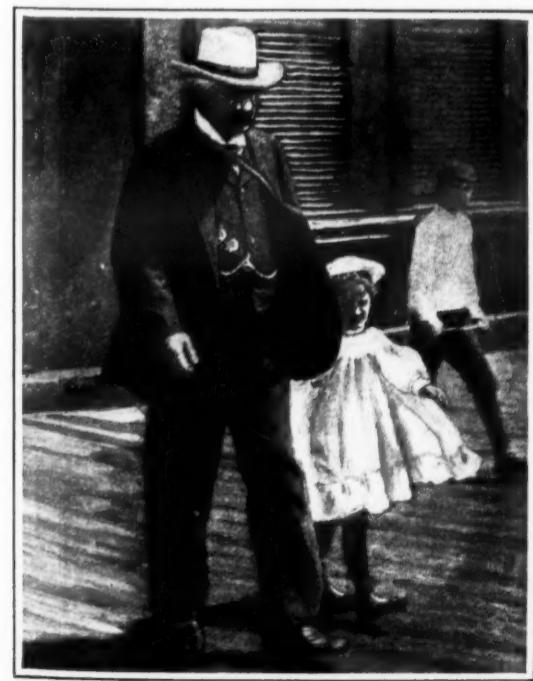
"BARON DE GRANVAL" AND "COMTESSE DE MAUDE,"
Absconding bank clerk and his accomplice, who furnished a recent
Paris sensation.

THE MAD MANIA for getting money quickly has led many men and women to ruin—more probably than has any other form of human temptation. Conspicuous examples in this country are Mrs. Cassie L. Chadwick and Bigelow, the defaulting bank president of Milwaukee; while France has Madame Humbert and, only lately, the bank clerk Galley, whose escapades with a woman accomplice, Madame Merely, have stirred the gossip on both sides of the water. This case, like the others cited, had plenty of spectacular features. Galley, who was an humble Paris bank clerk to all outward appearances, absconded with 24,000 pounds. He left Paris in an automobile and later embarked at Havre on an English yacht which he had hired. He was finally arrested at Bahia, Brazil, with a woman companion and her maid. This woman was known in various places as Madame Merely, Valentine Sohet, and Comtesse de Maude. Galley lived two lives. At Neuilly lived his wife and children, while near the Champs Elysées he kept a second establishment and passed under the name of the Baron de Granval.



SPENCER MACCRONE,
Five-year old tactician who led veterans at Denver.—*Illustration*.

THE MARTIAL spirit is a prominent characteristic in Young America, and the rattle of drums and music of fifes have power to set his toes a-tapping. A wooden sword and a military cap will make a leader of any flesh-and-blood boy, and thus equipped he is ready to head his mimic host. The accomplishment of five-year-old "General" Spencer MacCrone, of Omaha, will make him the envy of most of the youngsters of the country. He is a capable military tactician and can give points to veteran drill-masters regarding modern regulations. The illustration shows the tiny lad in full military dress, as he led the South Dakota veterans in the Grand Army of the Republic parade at Denver. Old drill-masters declare that the lad is a phenomenon. Ever since he has been able to walk he has shown military tendencies. One day a relative hit upon the idea of decking the diminutive soldier in an outfit which should be the counterpart of one an ancestor had worn in the Civil War, and brave enough he looks in his cavalry jacket with yellow braid, chevrons, sabre, carbine, canteen, haversack, boots, spurs, and cavalry overcoat. His greatest triumph came when he drilled the veterans at the recent State encampment held in South Dakota, and the "old boys" then and there decided to have him head their division in the parade at the recent national encampment at Denver.



MR. J. PIERPONT MORGAN,
Eminent American financier, walking with his niece in London.
—*The Sketch*.

NO PROFESSION comes closer to the personal, every-day life of the individual than that of the law, because it deals with social regulations which affect his own well-being. Every worthy lawyer is jealous of the honor of his profession, and proud of its distinguished members whose names have figured so conspicuously in the history of our country. The American Bar Association enrolls some 2,000 prominent attorneys who naturally regard the office of its president as one carrying

the highest possible honor. This honor was worthily bestowed when Mr. George R. Peck, of Chicago, was chosen to fill the position, at the recent annual meeting of the association. Mr. Peck belongs to the modern school of aggressive Western lawyers who lay big plans and then dare to execute them. The fact that he holds degrees from three universities does not count for so much as do his actual every-day accomplishments. He was born in New York State in 1843 and went West while still a child. Entering the army, he served through the Civil War, and then took up the practice of law. In 1881, when but thirty-eight years old, Mr. Peck became general solicitor for the Atchison, Topeka and Santa Fé Railroad. He retained this place until 1895, when he accepted his present position as general counsel for the Chicago, Milwaukee and St. Paul. Besides having a thorough knowledge of the law, Mr. Peck is a keen logician, and is eloquent and forceful in his presentation of a case. These qualifications have given him a wide reputation for skill in jury trials. Mr. Peck is a liberal patron of charitable enterprises, and is interested in all public works.

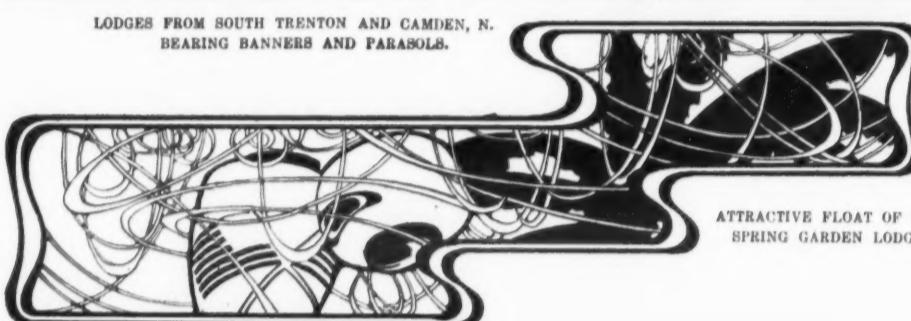
THE TWO lads in the foreground of the accompanying picture are probably not eligible for the awards of prizes or medals in the Carnegie hero fund, but that they are fairly entitled to some recognition of that kind will not be denied when their story is known. Their brave deed consisted in the rescue, at the peril of their own lives, of two dogs, a retriever and an Irish terrier, who had been thrown into a deep coal-pit, near Ruabon, by a cruel and heartless fellow. The poor creatures were in the pit for sixteen days before help came. Finally their piteous howls for food came to the ears of two colliery lads, Charles Evans and Bertie Griffiths, and they determined to save the animals. One of the boys lowered the other into the pit by means of chains, and the dogs were brought to the surface nearly dead from hunger and exhaustion. The air in the pit was so foul as to extinguish the rescuers' lamps. It is gratifying that the boys have been rewarded for their act of humanity by the English Canine Defense League.



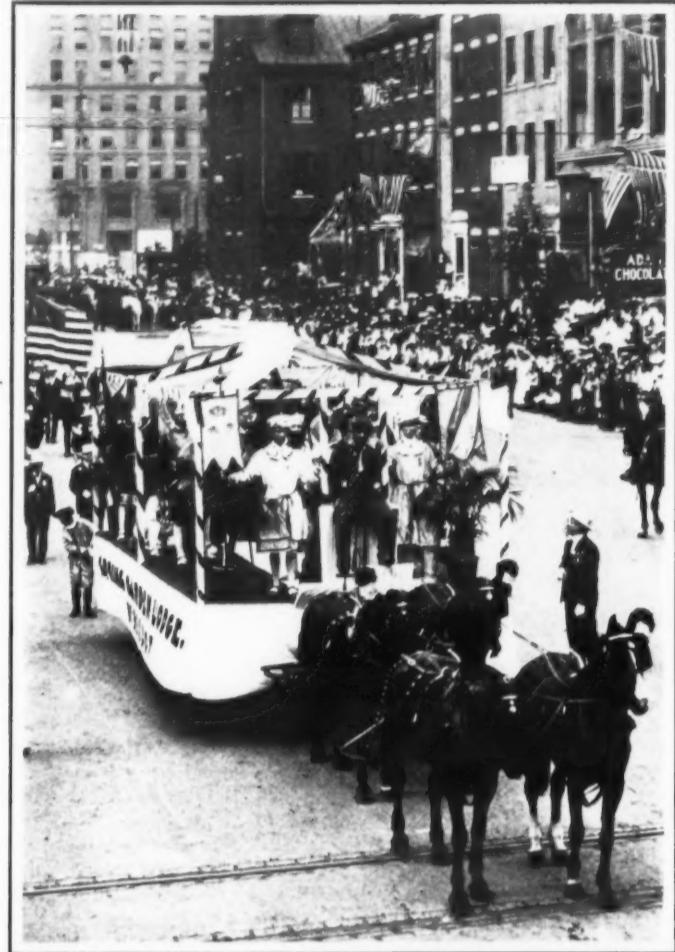
CHARLES EVANS AND BERTIE GRIFFITHS,
Two young heroic miners, who saved two dogs at the risk of
their own lives.



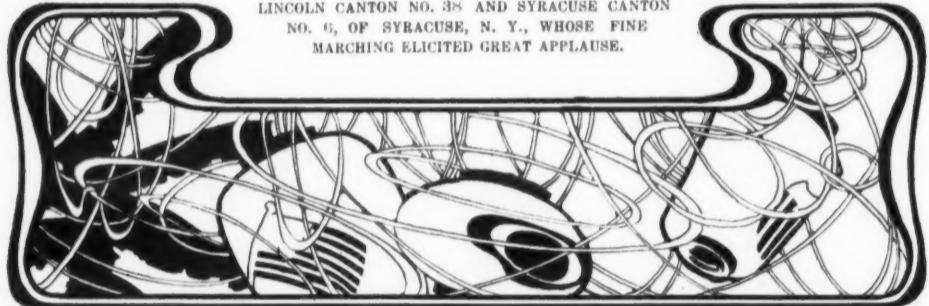
LODGES FROM SOUTH TRENTON AND CAMDEN, N.
BEARING BANNERS AND PARASOLS.



ATTRACTIVE FLOAT OF THE
SPRING GARDEN LODGE.



WOMEN WHO PARADED—WELL-DRILLED AND NEATLY-UNIFORMED
DAUGHTERS OF REBEKAH.



LINCOLN CANTON NO. 38 AND SYRACUSE CANTON
NO. 6, OF SYRACUSE, N. Y., WHOSE FINE
MARCHING ELICITED GREAT APPLAUSE.



GRAND CANTON NO. 3, OF OHIO, WHOSE MEMBERS WERE AMONG THE BEST MARCHERS
IN THE LINE.

IMPRESSIVE PARADE OF FIFTEEN THOUSAND ODD FELLOWS IN PHILADELPHIA.
STRIKING FEATURES OF THE SPECTACLE WHICH BROUGHT TO A CLIMAX THE EIGHTY-FIRST ANNUAL COMMUNICATION
OF THE SOVEREIGN LODGE, I. O. O. F.—*Photographs by William H. Rau.*



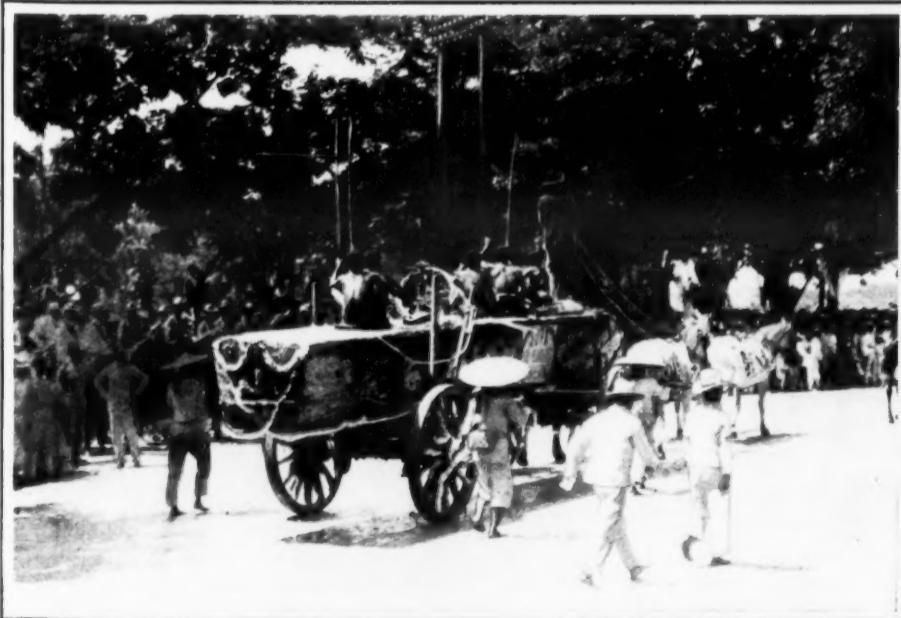
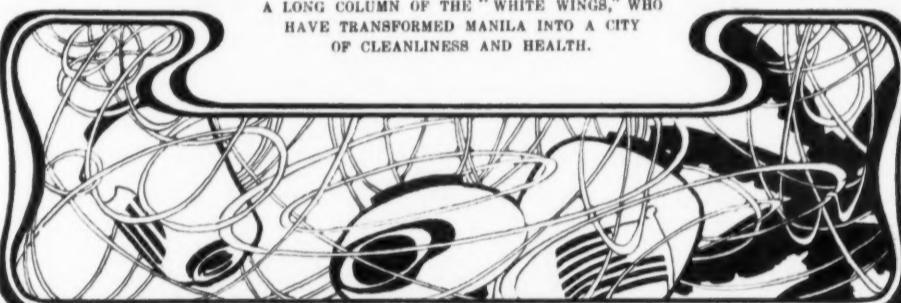
GREAT CROWD VIEWING THE PARADE—MOHAMMEDAN MORO SCOUTS MARCHING BY AND WEARING THE FEZ, FROM RELIGIOUS SCRUPLES, INSTEAD OF THE ARMY HAT.



UNIQUE FLOAT, SHOWING AN ABACA PALM-TREE, FROM WHICH HEMP IS OBTAINED.



A LONG COLUMN OF THE "WHITE WINGS," WHO HAVE TRANSFORMED MANILA INTO A CITY OF CLEANLINESS AND HEALTH.



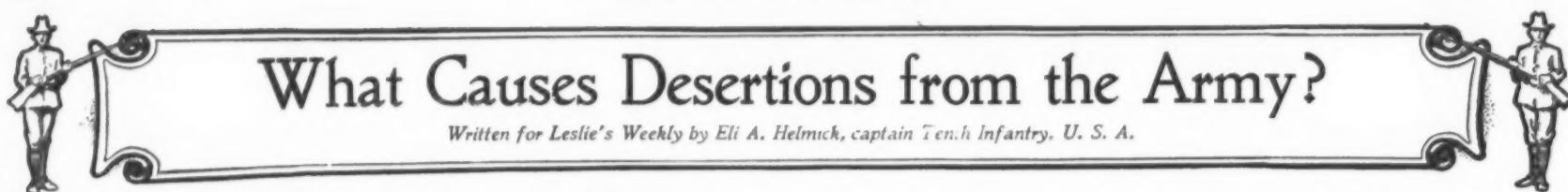
NEGRITOS WITH BOWS AND ARROWS RIDING ON THE LARGEST PIECE OF HARD WOOD EVER CUT IN THE PHILIPPINES.



VISITORS ON DECK OF THE "MANCHURIA" AS SHE ANCHORED AT MANILA. MISS ROOSEVELT IN CENTRE, MR. LONGWORTH AT HER LEFT.

MANILA'S ROYAL WELCOME TO DISTINGUISHED AMERICANS.

NOTEWORTHY ASPECTS OF THE GREAT CIVIL AND MILITARY PARADE IN THE PHILIPPINE CAPITAL IN HONOR OF SECRETARY TAFT AND PARTY.—*Photographs by Captain James A. Moss.*



THAT THE question of desertion is one which has always demanded the attention of the military authorities is made evident by reference to their annual reports. There the matter has been discussed from year to year, and it would be difficult to set forth causes of the evil, or suggestions for its cure, not already mentioned by officers of long experience and faithful service; yet the evil still exists and ever and anon breaks out with renewed virulence, like some contagious disease. Among the causes of dissatisfaction leading to desertion, those most prominently mentioned are: insufficient pay, a lack of means for legitimate amusement and recreation, want of opportunities for advancement, dissatisfaction with the restrictions of military discipline, etc. Under the last head properly belongs the impression, very generally held throughout the country, that there is an unnecessarily wide gulf maintained between the enlisted man and the officer, and that the enlisted man is not treated with the consideration due to an American citizen. There is no doubt that the enlisted man in the army is underpaid, and it is quite as true that the inducements offered to the young man, enlisting in the army, for future advancement, are not commensurate with the advantages offered to capable, energetic young men in civil life. The pay of an enlisted man varies with the length of his service. The private receives in the first year of his service \$13; in his thirtieth year, after which he has the privilege of retiring on three-fourths pay, he receives \$23; the corporal receives \$15 in his first year and \$25 in his thirtieth; the sergeant \$18 in his first year and \$28 in his thirtieth; the first sergeant and the regimental and post non-commissioned staff officer receive higher grades of pay. As to opportunities for advancement, there are 768 sergeant-majors and first sergeants, whose maximum pay is \$35 per month, and 686 other non-commissioned positions, including ordnance, commissary, and quartermaster-sergeants, with a maximum monthly pay of \$44. All of these positions are filled by non-commissioned officers selected from the regiments. Furthermore, there is the opportunity for the intelligent and ambitious enlisted man to enter the commissioned grade as a second lieutenant. Each year there are examinations held for this purpose, and many of our most capable officers have gained their commissions in this way. The "Official Army Register" for 1905 shows that of the 2,250 officers commissioned in the cavalry and the infantry arms of the service, 458, or 24.7 per cent, received their commissions from the grade of enlisted man. While this ratio is large, owing to the increase of the army after the late war, the records show that in 1898, when the army was still under normal conditions, the number of officers who had been commissioned from the cavalry and infantry ranks amounted to 12.5 per cent. of the entire number of officers in those two arms of the service. The artillery is not included in this calculation, for the knowledge required in that arm is quite technical, and few enlisted men receive commissions in it.

It should be understood, also, that the soldier receives an allowance for clothing, from which, if he is careful, he can save a considerable sum, which sum is paid to him upon his discharge. His food and hospital attendance are supplied by the government. He has, therefore, no calls upon his pay except for laundry and luxuries. In addition, the government pays him at the rate of four cents per mile from the place of his discharge to the place of his enlistment. For example, if a man enlists in New York and is assigned to a regiment which later is ordered to the Pacific coast, and he is discharged while serving at the Presidio of San Francisco, the government pays him four cents per mile for the distance between San Francisco and New York. If the man elects to re-enlist he is still paid the same amount, which, in this case, becomes a part of his allowances. While the pay of the private is too small, the evil results traceable to it are not so great as in the case of the non-commissioned officer. The pay of all these should be largely increased. This would give greater opportunities for advancement and would attract a better class of applicants for enlistment. This matter is here gone into in detail because in the public mind the enlisted soldier receives thirteen dollars per month, and no more. An intelligent and capable sergeant on duty at a city recruiting station, in considering the question of re-enlistment after eight years' service, stated that the twenty-three dollars' pay which he receives as sergeant, with allowances, is equal to a salary of eighteen dollars per week which he could command in civil life. It would appear, therefore, quite evident that it is incorrect to say there are no inducements whatever for a man to enlist.

I hesitate to take up what well-informed men in civil life are wont to call *caste* and *aristocracy* of the regular army, for the belief in these class distinctions, repugnant to our American ideals, has been general ever since the British soldiery was quartered in the cities and villages of our forefathers. Discipline is necessary to the existence of an army; and to maintain discipline, special rules or regulations are required to govern the conduct and intercourse of the various

individuals composing it. In a well-disciplined army the will of the commander is transmitted smoothly down through all the grades until it finally reaches the man in the ranks. This could not be accomplished were the position of each individual not absolutely fixed and known to all. The distinctions between the individuals in the army, rendered necessary by military discipline, cannot rightfully be called *caste*, any more than the separations seen everywhere throughout our country between the various groupings of individuals, caused by differences in occupation, professions, education, or possession of wealth, can be so styled. The terms *caste* and *aristocracy* apply to society, which is divided into various classes or orders, separated by such barriers that it is practically impossible for an individual of a lower class to pass to a higher one. This is not true of the distinctions in the army. It is certainly no less difficult for *Smith*, who happens to be employed as a trackman on a railroad, to gain entrance to the fashionable residence of *Mr. Jones*, the division superintendent, than it is for *Private Smith* of the barracks to be received socially into the quarters of *Colonel Jones*. It is the pride of our republican civilization that *Smith* not only may, but frequently does, become the social equal of *Mr. Jones*, and the records of the army show that *Private Smith* has had, in the immediate past, one chance in four of becoming the social equal of *Colonel Jones*, and that, in true American fashion, he has availed himself of it. Sensible men are not driven to desertion by class distinctions in military life, for they understand the reason for their existence. They know that these distinctions are necessary to discipline; that without them the military machine could not be operated.

The men who make up the bulk of the deserters are the misfits—lazy youngsters, who, tiring of their efforts to gain a livelihood in the keenness of present-day competition, expect to find easy berths in the army. They think that once enlisted they can smoke and loiter away *three years* in careless inactivity. This is the class of men that has brought discredit upon the army by keeping alive the term *soldiering*, still to be found as a synonym for laziness and general worthlessness. These men soon find that they have made a mistake; that steady, incessant, and intelligent effort is required of each man. There is no room these days for dead-beats; if that rôle is attempted trouble is at once encountered and the man quickly ends it by deserting, which he considers to be no greater an offense than that of leaving a position in civil life with which he may become dissatisfied. To the man of this class the oath of enlistment has very little, if any, serious meaning. His absence is not much regretted, and it must be admitted that too often the military authorities make inadequate efforts to apprehend him and bring him to trial and punishment. He tells his troubles to sympathetic listeners, the two years' limitation is soon gone, and he is then free to go and come without molestation. There is no good foundation for the belief that the enlisted man is harshly treated by his officer. This may be amply confirmed by the man himself. It is a rare thing when an officer is guilty of undue severity or of overbearing conduct, and such offenses are quickly followed by corrective punishment. The newly commissioned officer is given at times to overrating the dignity of his position, and may make mistakes in disciplining his men, but he soon learns better, and the officer of experience is rarely guilty of this weakness. The fact that so many captains are detailed on duty away from their companies constitutes a real evil, by throwing the administration and discipline of the organization into the hands of these young and inexperienced officers.

Insufficient pay is a genuine cause for dissatisfaction, which not only leads to desertion, but causes many valuable non-commissioned officers to leave the service to enter business in civil life. It cannot be considered altogether a loss to have men who have not reached the non-commissioned grades return to civil pursuits, as they form an element which may be of much value to the government in time of war; but the service needs the non-commissioned officer of experience to assist the officer in converting the constant stream of raw material into disciplined and efficient organizations. While the opportunities for promotion to the non-commissioned grades, as well as to that of commissioned officers, are reasonably good, the government might well consider the advisability of opening its great civil-service lists to the tried and capable enlisted man who has served for a period of ten or more years. At the present time, only men discharged from the service by reason of disability caused by wounds or sickness incurred in the line of duty are favored by being placed at the head of the list, provided they reach a rating of sixty-five per cent. in their examinations. The report of the United States civil-service commission for 1904 shows only 415 employés appointed under this preference clause. There are now more than 150,000 of these positions having an annual salary of over \$1,000, and 50,000 with a salary of \$720. By giving a reasonable preference to capable men of more than ten years' service in filling

vacancies in the Federal civil service, a better class of applicants would be attracted to the recruiting stations; for the man could enlist seeing the day not too far distant when he would have an opportunity to make himself a home and to enjoy all the good influences that cluster about it, the lack of which is one of the greatest defects of an army.

The army is very much alive to the seriousness of desertion, and is searching diligently for a remedy. Discussion of the subject by the public cannot fail to be helpful, and it is a welcome sign to the army, for it shows that the people are interested in its welfare. It is only natural, however, that the statement should be challenged that "it is absolutely inconceivable how any American citizen, possessed of character, self-respect, independent spirit, and a fair degree of ambition could wish to enter the enlisted service." An army whose record, short though it is, is made up of so many glorious incidents, and which has never been tarnished in peace or in war; an army whose enlisted force has never failed to place implicit confidence in its officers, and which has never been known to fail under any emergency, however great, cannot be composed of men wanting in patriotism, character, or self-respect. While there are faults in the army, it can be truthfully stated that there is an honest desire on the part of the authorities to correct them. Honest, fearless criticism is needed and is welcome, but it should be free from prejudice and misconception.

Building a \$17,000,000 Railroad Depot.

IT IS HARD for a layman to realize the vast extent of the improvements now being made by the New York Central Company in the heart of New York City, which will enlarge the terminal facilities and replace the present fine station with a magnificent structure to cost in the neighborhood of seventeen million dollars. The total cost of the terminal improvements, including excavations for yards and practical reconstruction and electrical equipment of the tracks to Croton and North White Plains, will approximate forty million dollars. The magnitude of the undertaking may be appreciated by a glance at the pictures accompanying this article, which show the present state of excavation. To help the reader to a clearer understanding, a few figures will be necessary. Over two million cubic yards of material, most of it rock, must be removed. This immense quantity is being conveyed on flat cars through the four-track tunnel beneath Park Avenue (which is, and will be, the only means of entrance and exit to the terminal), and used to fill marsh ground for storage yards at Highbridge and to widen the road-beds to the north. The capacity of the Park Avenue tunnel will be greatly increased, because the new terminal plans include train yards below the surface; so that it will not be necessary to take the "empties" through the tunnel to the Mott Haven yards to be overhauled. The installation of electricity as motive power will also enable trains to be run under closer headway. The average depth of the excavation will be thirty-five feet below the street. This huge hole is necessary because the tracks will be carried on two levels, one above the other, the whole to be below street grade. The upper level will handle express and the lower suburban traffic.

The new station yards will start at Fifty-seventh Street. From this point the tunnel will be excavated the full width of Park Avenue—140 feet—to Fifty-fifth Street, this section carrying ten parallel tracks. At Fifty-fifth Street the tracks enter the main yard, which extends to Forty-third Street and from Lexington Avenue almost to Madison Avenue. The station proper will complete the terminal to Forty-second Street. The tracks of the upper or express level begin to drop at Fifty-seventh Street to the final grade of fifteen feet below the present tracks. At Fifty-third Street the two outermost of the ten tracks begin to drop until they reach the grade of the lower or suburban traffic level, thirty-five feet below the street. On this level is built a loop under the station, so that suburban trains may turn and go out without breaking bulk. This level will be provided with its own station, having independent connections with the subway and the street. The great station itself will cover eight acres. It will have a frontage on Forty-second Street of 300 feet; on Vanderbilt Avenue of 680 feet; on Forty-fifth Street of 625 feet, and on Lexington Avenue of 470 feet. The structure will include the station proper in the southerly half, the general offices of the company on the north, a post office, and general express offices. The most conspicuous features of the new building will be a ticket lobby ninety feet wide and 300 feet long; and a grand concourse on the express traffic level, 470 feet long, 160 feet wide, and 150 feet from floor to vaulted dome in the centre. The work is being pushed with all possible speed, the company officials being anxious to have it in readiness to give station facilities to the new subway routes planned for the city. The temporary office building, across from the present station, is about completed. When this is done the work of razing the present building will be commenced.



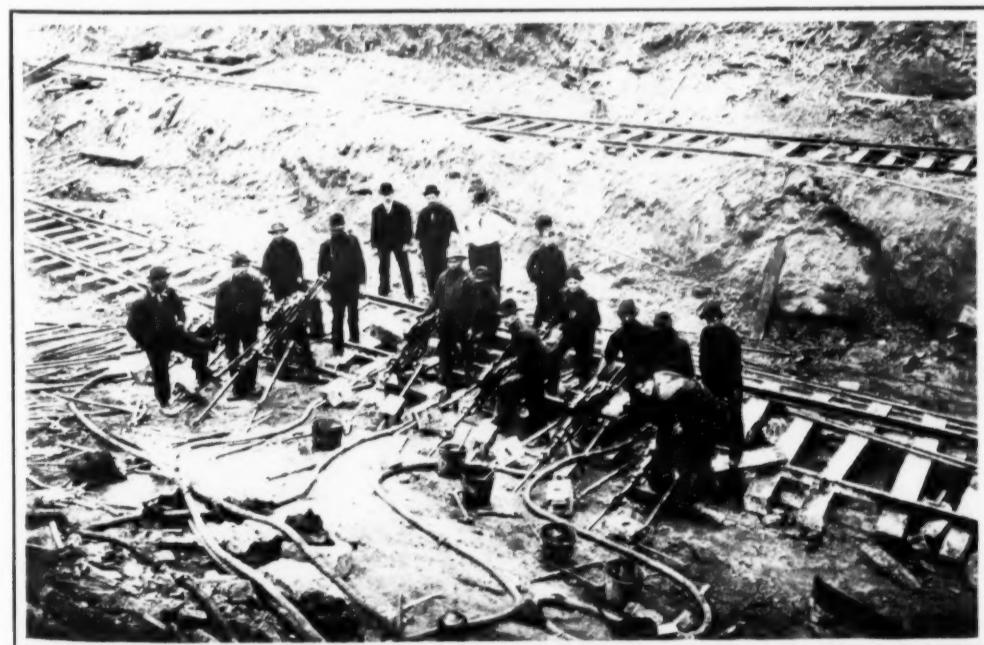
VIEW ON FIFTIETH STREET, LOOKING TOWARD LEXINGTON AVENUE.
GREAT CRANE IS USED IN TAKING OUT BROKEN ROCK.



VIEW FROM FORTY-SIXTH STREET, LOOKING NORTH—WORK IS BEING PUSHED RAPIDLY TO NORTHERNMOST
LIMIT OF EXCAVATION—SWITCH-ENGINES IN DISTANCE.



GREAT EXCAVATION FROM FIFTIETH STREET, LOOKING SOUTH—THE VIEW, THOUGH PRESENTING BUT A PORTION OF THE YARDS, GIVES A GOOD IDEA OF THE TREMENDOUS SCOPE OF THE
COMPANY'S PLANS—HUNDREDS OF FLAT-CARS ARE EMPLOYED IN CARRYING OUT MATERIAL.



EXPERT WORKMEN WITH DIAMOND DRILLS BLASTING ROCK.



HUGE STEAM-SHOVEL USED IN TAKING OUT MATERIAL.

BUILDING A \$17,000,000 RAILROAD TERMINAL IN NEW YORK.

PROGRESS OF TREMENDOUS UNDERTAKING BEING CARRIED ON IN THE HEART OF NEW YORK CITY BY THE NEW
YORK CENTRAL RAILROAD.—*Photographs by Arthur Dunn. See opposite page.*



UGLY MEN'S CONTEST FOR NEW ORLEANS FEVER SUFFERERS.

AT RECENT DIAMOND JUBILEE FESTIVAL PROMINENT BUSINESS MEN ENTERED THIS NOVEL CONTEST—PRIZE WAS AWARDED TO DR. A. L. METZ (PICTURE IN UPPER LEFT-HAND CORNER), "THE MAN WITH THE SMILE THAT WON'T COME OFF."—Teubissot.

Organizing the Whole World.

IN THESE days of radium, wireless telegraphy, Hague courts, and many other no less remarkable discoveries, inventions, and achievements in the world of art, science, and international affairs, one must needs be more than ever cautious and sure of both his major and his minor premises before he proceeds to condemn as visionary and impracticable some new and still more wonderful proposal of science or some hitherto unheard of scheme for the promotion of human happiness. We presume, for example, that not a few would be inclined at a hasty glance to pronounce the plan outlined in a little book we have before us, under the title, "World Organization," as the work of a visionary, a millennial dreamer, and hardly worthy the serious consideration of practical and thinking men.

But the plan set forth in this volume, as the author, Mr. Raymond L. Bridgman, of Boston, is careful to point out with repeated emphasis, is not revolutionary but evolutionary; the logical and inevitable outcome of the spirit of the age, of the many and obvious tendencies toward the unity and solidarity of men and nations now apparent in the life of the world. The proposition is nothing less than the organization of all nations into a single political body, a federation of states similar in many respects to our own Union, and, like it, under a central government endowed with police powers and with judicial, legislative, and executive functions co-ordinated and directed under a world constitution.

The author shows that one of these three branches of a world government—the judiciary—already exists in a modified form in The Hague tribunal; that the second—a legislative body—has been formulated in the stated international congress which has already been indorsed by the Massachusetts Legislature, promoted by the Interparliamentary Union, and by its special request included by President Roosevelt in the constructive programme of the next peace conference at The Hague. With these two departments, therefore—the judiciary and the legislative—far on the way to actual establishment, there remains only the third—the executive body—to be formulated to have all the essential features of a world organization brought under the immediate consideration of men and nations.

The writer proceeds to show, by ample citations from the written and the unwritten laws now recognized in international affairs, that nearly every article necessary for a world constitution now actually exists in a detached and uncorrelated form. In the decisions and agreements arrived at by various international congresses on such matters as the postal service, uniform weights and measures, sanitation, the suppression of piracy and the slave trade, is seen the

"Lucky" Hamilton

1. OLD Luck slaps some people right in the face;
She tangles their legs an' then throws 'em down,
Binds 'em an' holds 'em in spite o' theirselves,
Loads 'em with riches an' does 'em up brown.
Can't git away of ye try it, I say;
Ef Luck cottons to ye, ye can't say her nay.

3. "LUCKY" went out on the desert one day,
Stubbins' along through the heat an' the sand;
Sort o' disgusted with life an' hisself,
Tryin' to lose himself out o' the land.
Can't git away of ye try it, I say;
Ef Luck cottons to ye, ye can't say her nay.

5. OUT o' the sand peeped the point o' a rock;
"Lucky" was careless an' banged his big toe.
He give it a whack that tumbled him o'er—
Chipped off the pint o' the
stun by the blow.
Can't git away of ye try it,
I say;
Ef Luck cottons to ye, ye can't say her nay.

2. THERE is the case—ye've maybe heard tell—
O' Hamilton—"Lucky," they calls 'im now;
Luck took a likin' to him, an', I yum!
He couldn't escape the old gal anyhow,
Can't git away of ye try it, I say;
Ef Luck cottons to ye, ye can't say her nay.

4. FUR'S he could see there was nothin' but sand—
An' all of it wouldn't have sold for a dime;
Hot as an oven, an', as "Lucky" remarked,
He'd landed plumb in the devil's own clime.
Can't git away of ye try it, I say;
Ef Luck cottons to ye, ye can't say her nay.

6. "LUCKY," he fell down a pauper, b'jing!
Got up as rich as that Caesar of old!
Fer, shinin' bright in the rock he had split,
Were sev'ral bits o' the stuff they call gold!
Can't git away of ye try it, I say;
Ef Luck cottons to ye, ye can't say her nay.

ARTHUR J. BURDICK.



material which only needs formal phrasing and orderly arrangement to supply nearly every needed clause in a written constitution for the proposed federation of the world.

For the wealth of argument and sound reasoning which the author brings to bear in support of his noble and far-reaching plan, we must refer the reader to the book itself, which belongs to the excellent series published for the International Union by Ginn & Company, of Boston.

An Age of Selfishness.

A MANIFESTATION of spirit and feeling which we are thankful to believe is growing less among the possessors of wealth was shown the other day by a woman in one of our cities, and that, too, the "City of Brotherly Love," who, although already the possessor of an ample fortune, received a large additional sum by bequest, with the remark that with this she might be able soon to buy "a gold mine" of her own. Perhaps the words thus spoken were merely intended as a jest, but whether so or not, they undoubtedly illustrate the spirit which seems to animate many who are gathering up riches in these days both as to the use of what they have, and what more they are hoping and striving to gather in. It is not primarily, if at all, that they may do good with the additions thus made to their hoard, but that they may make the pile higher and higher, and for no better or nobler motive, apparently, than the sordid and swinish satisfaction to be derived from this cumulative process. It is inconceivable that any person with a heart and soul not incrusted about with a thick and impenetrable shell of greed, selfishness, and indifference can pass through a world and a life like this and not be reached or touched by any of the thousand and one calls that come in from every quarter of the world for help and relief for sorrowing and suffering humanity. It is unnecessary to mention specific cases or particular causes where the need and the opportunity exist today for rendering such service as men and women possessed of large wealth might easily render and still have far more than enough left for their own legitimate wants. Such opportunities offer themselves on every hand in every community. Where there is the will to give, worthy objects for the giving may always easily and quickly be found. A reaction from the present craze for accumulating money merely for money's sake is bound to come. There is a growing belief in the theory that greater satisfaction will be found in so spending money that it will add to the sum total of human happiness.

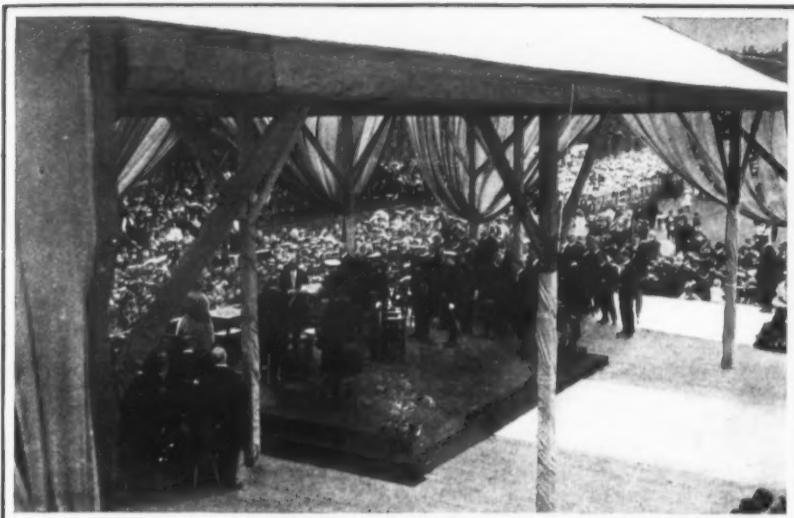
Better than Lemonade

HORSFORD'S ACID PHOSPHATE.

A TEASPOONFUL added to a glass of cold water
Invigorates, Strengthens and Refreshes.

Desserts

are easily and quickly prepared when Borden's Eagle Brand Condensed Milk is used. Always have a supply on hand and be ready for the unexpected guest. Send for Recipe Book, 108 Hudson Street, New York.



EARL GREY, GOVERNOR-GENERAL, HANDING OVER THE ADDRESS JUST RECEIVED FROM
MAYOR MC KENZIE, AT THE INAUGURAL CEREMONY.



HUNDREDS OF SCHOOL-CHILDREN CARRYING BRITISH FLAGS, IN THE MONSTER PARADE
AT EDMONTON.

ALBERTA'S RECENT INAUGURATION CEREMONIES.

ELABORATE EXERCISES WHICH MARKED THE INSTALLATION OF MINISTRY FOR THE NEW CANADIAN PROVINCE, AT EDMONTON.—*Photographs by S. W. Matteson.*



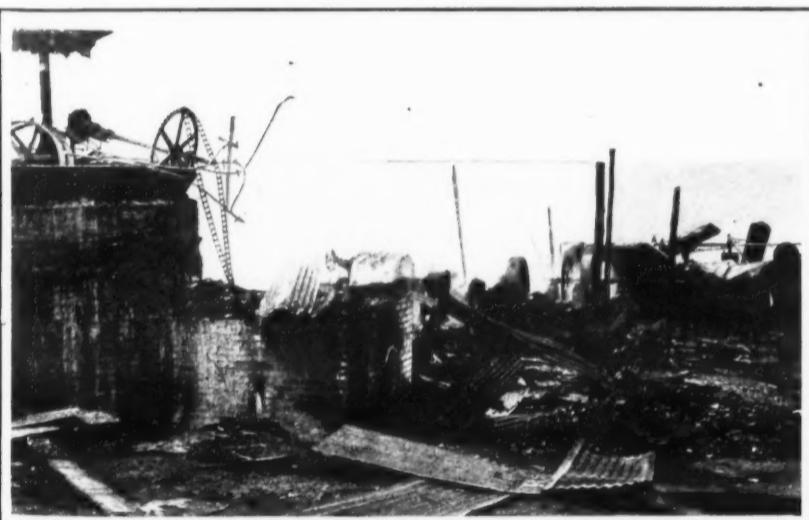
JUST BEFORE THE PERIOD OF TOTALITY AN ANXIOUS MOMENT FOR PROFESSOR THWAITES
(AT THE TELESCOPE) AND HIS ASSOCIATES.



DURING THE PERIOD OF TOTALITY GLOOMY SHADOWS HUNG LIKE NIGHT'S PALL
OVER THE LAND.

WATCHING THE RECENT TOTAL ECLIPSE OF THE SUN AT BURGOS, SPAIN.

ELABORATE PREPARATIONS MADE BY THE BRITISH MISSION FOR ACCURATELY RECORDING THIS EVENT, WHICH STIRRED THE WHOLE SCIENTIFIC WORLD.—*Photographs by G. M. Roche, Dublin.*



REMNANTS OF METAL AND COSTLY MACHINERY KEPT THE TANGLED MASS OF DEBRIS SO
HOT THAT RESCUE WORK WAS EXTREMELY DIFFICULT.



FIRE ADDED TO THE GENERAL HORRORS OF THE DISASTER, AND THE PLANT WAS SOON
REDUCED TO A HEAP OF SMOKING RUINS.



SCATTERED WRECKAGE OF THE RAND POWDER PLANT—THE DESTRUCTION WAS COMPLETE, NOT ONE OF THE TEN BUILDINGS ESCAPING THE FORCE OF THE EXPLOSION.

DESOLEMN AND DEATH WROUGHT BY POWDER EXPLOSION.

FRIGHTFUL SCENES ATTENDED RECENT DISASTER AT RAND POWDER WORKS, FAIRCHANCE, PENN., WHEN NINETEEN PEOPLE WERE KILLED, SCORES INJURED, AND PLANT WIPE OUT.
Photographs by H. J. Springer.



THROUGH THE ROCKIES ON AN ENGINE

By MRS. C. R. MILLER



ON THE PILOT OF A MOUNTAIN ENGINE, AFTER A THRILLING RIDE IN THE CAB.

A TRIP IN the cab of an engine over a level track, even at moderate speed, is a novel experience, especially to a woman; but when it comes to sitting beside the engineer while he guides the great puffing machine through weird canyons; to watching his control over steam as he coasts down mountains; to shiver as the great machine darts in and out of huge tunnels and across deep ravines over delicate wooden trestles—it furnishes genuine excitement, and one gets the real atmosphere of a trainman's life. This was my experience a short time ago when I went over that wonderful little railroad which runs from Colorado Springs to Cripple Creek, and which is regarded among railroad people as a marvelous engineering achievement.

After some little difficulty my permit to sit beside the engineer was obtained, and in order to avoid the curiosity of a station crowd I decided to ride in the coach until the first stop outside of town was made. The train was filled with a large party of New Yorkers who were on their way to a convention in the far West, and who had stopped over for the sole purpose of making the trip to the famous gold field of Colorado. I went to the big observation platform in the rear of the train. Five people could comfortably sit at the end, and as only four were there I asked a big man who was spread out over two chairs to kindly move to one side in order that I might get to the railing with the camera. To my surprise he glared at me with that how-dare-you-disturb-me air, and said, "There's no room. It's a case of first come first served. That's the way we do in New York." I, of course, ignored his reply and edged my way to the rail. My experience in New York has been that there is always room for one more, and I did so want to ask him how he managed to exist when riding on a Broadway cable-car.

We ran over a few miles of plains, passing the big reduction plants of several mines of the Cripple Creek district, and gradually climbed through the flower-covered foothills. At the first stop I slipped quietly off the train and up to the engineer's cab. He was a big, mild-faced man, with a mouth full of gold-filled teeth, so suggestive of the district through which we traveled. He looked at the permit and made room for me in the cab. The monster locomotive was one of the consolidated type, built especially for mountain-climbing service, and had eight fifty-one inch drivers, the total weight of the engine and tender being nearly 280,000 pounds. I pinned my hat securely and adjusted the camera for quick work. There was a trembling sensation as the great wheels started to revolve, and we began the scenic trip of the Rockies. We had started at an altitude of 6,000 feet, and in forty-five miles we were to attain a height of more than 10,000 feet. Such a climb might easily be made on a road of the Otis or cog-wheel style, but this is a plain railroad proposition, and was really built for hauling ore to the smelters, but on account of its rare scenic attractions it has developed a phenomenal passenger traffic.

We threaded our way through the weird scenery of Bear Creek Canyon, and just as the base of the moun-

tain was reached our train dashed across the ravine and through the first of the nine tunnels. The road seemed to be made up of curves, yet even on the engine, where the slightest jar is felt, they were not uncomfortable. This, the engineer explained, was owing to the curves being scientifically elevated. We ran slowly while passing the well-named Point Sublime, where one looked into the valley 1,200 feet below on a panorama of indescribable beauty, where Colorado Springs, the Newport of the West, was spread out as a checker-board at our feet, while countless lakes glistened like diamonds in the sunlight, and the great rolling plains faded away in the uncertain horizon. We were now climbing in earnest and the engineer's hand was ever on the throttle, while the fireman watched every inch of the track. Many times we stopped to take water, for the engine, like the human being, gets thirsty often during a hard climb. We dashed in and out of tunnels with great rapidity and my camera "got busy." Photographing from an engine cab is unique, but not pleasant, and I bumped into the engineer two or three times, and once the picture machine narrowly escaped going out of the window. When we reached the foot of St. Peter's Dome, that mountain in shape so like unto a huge cup-cake, a stop was made of several minutes and the tourists left the train to get a better view of the grandeur of the near-by canyons. Two days later I walked to the summit of that awe-inspiring peak and pictured the track over which we had traveled in order to get a clear idea of the grade. The ascent of the mountain by the railroad is a triumph in civil engineering.

Once I photographed a train several miles ahead of us. The track forms innumerable horseshoes and S-curves, and when the dizzy height is reached the pas-



BURNING OUT OF A ROCKY MOUNTAIN TUNNEL—SCENERY SHOWN THROUGH JAGGED OPENING.

a man might have photographed the scene, but a woman—never. Again the whistle blew and the train came to a full stop, and the good-natured engineer "shooed" the animal off the track.

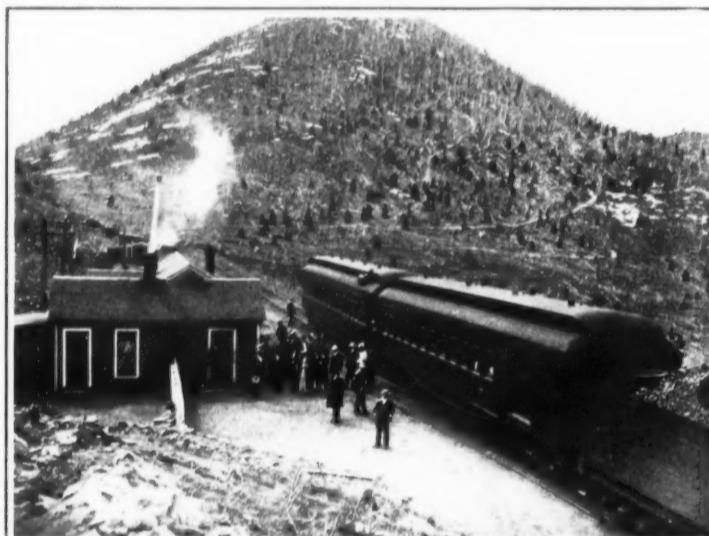
"Was that humanity?" I asked, "or were you afraid of wrecking the train?"

"Perhaps it was both," came the answer. "I never like to kill anything if I can avoid it, and, besides, I don't want to even jar the engine along here." A ravine 500 feet deep was on one side of the track and a solid granite mountain rose high on the other.

Between St. Peter's Dome and Duffield's our train ran three miles to gain a distance of 1,600 feet and an elevation of 540. It was these roundabout climbs which made it the most costly road according to mileage in the West, as its building represents an expenditure of four and a half millions of dollars. Finally Summit, the altitude of which is 10,000 feet, was reached and the train stopped while the passengers took lunch at the little station. Here Mt. Rosa rises in all her majesty, her barren, crevassed sides showing patches of perpetual snow. Then came the ride down the mountain. It seemed that my hat must blow off, yet it never did. I also found difficulty in keeping my seat, as the inclination was to go forward. We rushed madly on, slowing up only once, and that was near a bridge spanning a ravine perhaps 1,000 feet deep. A man on the other side waved a white flag. "This," said the engineer, "means all right. We never cross this trestle until the trackman gives us the signal."

"And isn't the other part of the track inspected?" I asked. "Bless you, yes; that is the greatest track-walked line in the country, and that is the reason we have so few accidents. Why, even in winter, when the snow piles up everywhere, we are not often delayed. The trackmen watch the snowslides, and we watch where we are going." And such was the case, as I have never seen a man who paid more attention to his business than did the genial, blue-coated engine driver who had such perfect control over the iron steed. We swung around curves with marvelous ease, ran past prospectors' cabins surrounded by leafless trees, and a placid lake 9,000 feet above the level of the sea—a never-ending round of scenic wonder.

Cripple Creek came in sight with Bull Hill in the foreground, showing numberless holes and sand heaps in which are buried the blasted hopes of many gold-seekers. Here nature's wonders are marvelously blended with man's works. Hundreds of mining shafts are on every side, while in the distance peak after peak rises one above the other, until the view is lost in the magnificent grandeur of the snow-capped Sangre de Cristo (Blood of Christ) range, fifty miles away. We came down to the camp by another series of curves and backed into the station. Somewhat disheveled and with a plentiful supply of coal dust spread over my face, I reluctantly left the engine where I had spent two and a half hours—the most thrilling of my life. The memory of the ride through this picturesque region will always remain.



THE HALT FOR LUNCH AT SUMMIT, ON THE MOST COSTLY RAILROAD IN THE WEST. ALTITUDE 10,000 FEET—MOUNT ROSA IN BACKGROUND.



CRIPPLE CREEK, WHICH HAS GROWN FROM A MINING CAMP TO A LIVE MODERN CITY IN A FEW YEARS. BULL HILL IN FOREGROUND, AND THE SNOW-CROWDED SANGRE DE CRISTO RANGE STRETCHING AWAY IN THE DISTANCE.



THE COMING MUSICAL SEASON IN NEW YORK.

NOTED CONCERT ARTISTS WHO WILL BE HEARD IN THE METROPOLIS AND ELSEWHERE.

A Curious Camp Meeting's Strange Success



ARGUMENT AND PERSUASION IN THE HOLINESS WORK—ATTACKING THE CITADEL OF A MAN'S WAVERING DISBELIEF.
Schmidt.

WITH THE idea of securing salvation by "wrestling with God," even as Jacob wrestled with the angel, and was inspired by an angel of fire and sword about whose head ambient flames ever appeared, a prayerful people calling themselves "God's Bible Workers," and claiming to be members of the Holiness Band, have just completed a mammoth camp meeting across the boundary-line between Indiana and Ohio, near Cincinnati. The wildest frenzy was rampant in the camp at all times. Shrieks born of religious enthusiasm, mingled with peals of laughter and appeals for mercy, were uttered by the workers as they sought purity by their strange and uncanny actions. It was one of the most sensational camp meetings in the history of the sect, and so weird and wildly exciting were their methods of seeking salvation that orders were issued that in the future all demonstrations must cease at midnight.

The camp meeting was the annual gathering of the prayerful sect, and has been in progress for several weeks. Strangely interesting are the actions of this band of worshipers. Gathered from all quarters of the United States, 3,000 in number, utter strangers to each other, they meet as one great family of brothers and sisters. The spirit which moves them to the unusual demonstrations makes them familiar with each other at first sight. The original name of the sect was the Holiness Band. The band has been conducting meetings for years, but it is not customary for the members to become so wrought up over their belief as was the case with the meeting just ended. The sect knows no denominational lines, and all churches and all lands are welcome. God's Bible School, with its workers now all over the globe, under whose auspices the meetings were held, was organized six years ago by a Holiness preacher who was visiting in Cincinnati. The devotees of the band are intensely interested in their work. This is shown in every movement of their eyes, arms, and bodies. Nothing is done which would be offensive to the Holy Power that governs all life. Absolute resignation to all outward influences characterizes their actions. Earth is lost to them. Heaven is the only consideration.

The meetings begin early and continue until late. The longer the sessions, the more good accomplished. From daybreak to sunset the meetings are incessant, and after dark until midnight there is no rest. From the close of the regular nightly meetings until the rooster crows to announce the coming of the morning the prayers of the exhorters are heard. The strain of this continuous effort exhausts the most robust of the worshipers, and when the great camp meeting adjourned, the faces of the enthusiasts were pale and wan. In the eye, however, the light of victory shone.

The firm belief of the students of the Bible School is that the fullest measure of religion cannot be obtained by the methods that are common among church folk. No fault is found in the silent and formal worship of the different denominations. The Holiness people, when they have conquered, have passed be-



A HOLINESS WORKER STRIVING TO CONVERT AN UNBELIEVER WHO IS UNDER CONVICTION.
Schmidt.



AN AGED HOLINESS WORKER PLEADING WITH HER HEARERS TO COME AND BE SAVED.—Schmidt.

yond the zone of fault-finding. They are willing, even anxious, to assist others to find the light as they have it, but they have too much religion to scoff at others. "To become wholly pure and acceptable in the sight of the Divine Being, an effort must be made," say the students. The Bible recounts the struggle of Jacob, and tells of the wonderful victory over sin that was accomplished by that night of wrestling with the angel, and the same principle is applied to present-day salvation seekers. When the highest degree of holiness has been attained, the conquering person is enabled to resist sin with slight effort. The temptations are thrust along the pathway, as they always have been; but the strength attained through the struggle to secure perfect salvation makes the resisting power doubly efficient. "We do not say that church people are not saved. They are good and they believe in Christ; but we feel that they have

they do not wish to make the sacrifice. Religion, like everything else, must be bought with a price, and you do not find bargain-counters when you seek full salvation."

The martyrs of old could not more fully give themselves over to their religion. The meetings open with music, the lively hymns that made revivals directed by Moody and Sankey world-famed being used. From the spirit of the songs the enthusiasm seems to be created. As the verses proceed the voices become more flexible, the time accelerates, and the music is interrupted now and then with the shouts of worshipers who are becoming awakened. Finally the music is lost in the din. One by one the congregation receives the fire that is sought. The music ceases. Shouts, moaning, and laughter pervade the air. To one who has not the enthusiasm the actions of the worshipers seem foolish. But it is not so. Their shouts are shouts of victory; their moaning is the agony of souls seeking forgiveness for grievous sins; the laughter, which would be sacrilegious in any other church meeting, is not impious; it is the uncontrollable joy that wells up in the hearts of the saved. From all parts of the great building in which the meetings were held came noises that were uncanny and ghostly. In the hours of night, when stillness naturally reigned over the trees and pastures, the wails and moans were wafted abroad.

Thousands of people attended the meetings to have their curiosity satisfied, and were awe-struck with the scenes witnessed. Women with children jumped from their seats, and, with arms outstretched or waving wildly in the air, glided down the aisles to the centre of the building, where they kneeled in supplication—crying, shouting, and waving their bodies backward and forward while they sought satisfaction from on high. Men, women, children, were all forgotten. The soul seemed to be transported beyond earthly things and nothing but divine joy was experienced. In some instances the supplicants remained for hours in this trance-like condition, passing from the kneeling to a lying position—on their faces, sides, or backs, whichever way they were moved to rest, as they continued to pray, groan, shout, and laugh. Around the prostrate forms other worshipers gathered and lent assistance by shouting. During some of the services there were dozens of people lying on the floor of the barn-like building, all following much the same process of seeking a glorious conversion. When the frenzy passes from the conscious stage to the sub-conscious condition the lips move in semi-silent prayer, a weird moan accompanying the effort. To be blessed with the fullest measure of religion, as the Holiness sect believes, the seeker must pass into unconsciousness and be lost entirely to the world. This

Continued on page 328.



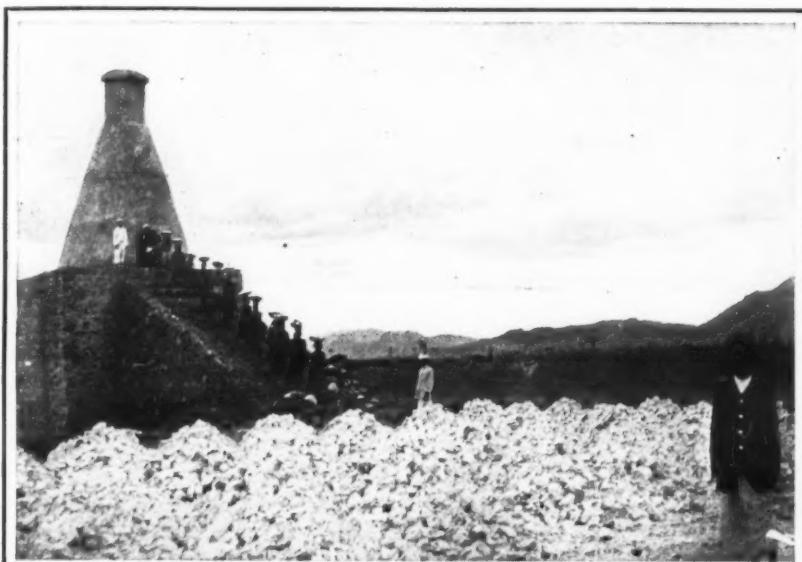
A JAPANESE CONCEPTION OF THE SURRENDER OF A RUSSIAN STRONGHOLD.
THE ORIENTAL ARTISTS ALWAYS PICTURE THEIR COUNTRYMEN AS BEING OF MUCH LARGER PHYSIQUE THAN THEIR LATE ENEMIES.

not enjoyed the blessed privileges of worship that have been given us," said one of the members of the school. "All Christians are to be respected, if they are sincere in their beliefs; but the pure light of heaven does not fall so directly on them as it does on those who are nearer the throne. Everybody who makes the proper sacrifice and effort can become blessed with salvation. Too many people are willing to enjoy the benefits of complete forgiveness, but

ADD a little Abbott's Angostura Bitters to a glass of wine, and you'll be surprised what a delightful tonic it makes.



"THE RETURN." UNITED STATES LIFE-SAVING SERVICE DRILL AT EATON'S NECK, L. I.—Dr. Chapin, New York.



(THIRD PRIZE.) MAGNESITE WORKS AT SALEM, SOUTH INDIA. GREAT HEAPS OF THE CURIOUS MINERAL ARE SHOWN IN THE FOREGROUND.—Herbert Taylor, India.



ENJOYING THE BEAUTIES OF THE HUDSON RIVER FROM THE HURRICANE DECK OF THE DAY-LINE STEAMER "NEW YORK."—John L. Hopper, New York.



(SECOND PRIZE.) DEER HUNTING IN THE NORTH WOODS OF NEW YORK. AN EXCITING MOMENT FOR THE FAIR SPORTSMAN AND HER COMPANION.—Kenneth Goldthwaite, New York.



ON THE SUMMIT OF MOUNT LINCOLN, COL., HIGHEST POINT OF LAND ON AMERICAN CONTINENT ACCESSIBLE TO BURRO RIDERS. ALTITUDE 14,297 FEET.—Anna H. Powless, Colorado.



(PRIZE-WINNER.) THE MERRY-GO-ROUND, ALWAYS THE BUSIEST PLACE AT THE COUNTY FAIR.—Nellie Coutant, Indiana.

AMATEUR PRIZE PHOTO CONTEST—INDIANA WINS THE FIRST PRIZE.

THE SECOND PRIZE GOES TO NEW YORK AND THE THIRD TO INDIA.

(SEE OUR AMATEUR PHOTOGRAPHIC ANNOUNCEMENT ON PAGE 333.)

THE HOME AND THE HOUSEHOLD

The Unselfish Mother.

NOBODY COULD account for it, and everybody was shocked by the conduct of a certain youth. He was traveling with a small party, and as they sauntered along through Europe, spending two or three years there, they fell in with many others, who went with them for longer or shorter distances. All of these looked at the young man with horror. The father, who had to go back to America often, was a fine man. The mother and sister were also superior people; but the boy himself was a brute.

Whenever the train stopped for refreshments he was always out and well started on his meal in the best seat at the table before his mother and sister were half across the platform.

"If he were an Englishman I could understand it," said one observer, "for English women revolve around the men of the family and make door-mats of themselves for only sons; but an American! How strange!"

Sometimes the sister looked a bit pensive over it, and the mother was once heard to moan, plaintively, "You ought to wait for us occasionally, Harry"; but to others they put on a brave face.

"Harry has such an appetite!" the mother would say, cheerfully. "I hurry him off whenever we stop for dinner, so that he may take advantage of every moment. His digestion is not strong; and yet, if he does not get enough to eat he makes the rest of us uncomfortable, for then the boy seems starved and ill."

The consequence was likely to be that Harry would become a monument of selfishness and greed.

The same policy was carried out at home. Harry must be helped first at the table, because he was going out for the evening, or because his lunch was curtailed, or because he was expecting a caller—or for some other reason. If there happened to be but one ticket to an entertainment, Harry claimed it. If there were two, he must always have one of them.

"We try to keep the boy happy," the mother would say when friends frowned darkly. "It is so terrible when boys get dissatisfied with their homes! Oh, yes; he does have more than his sister—but girls are more tractable than boys and bear disappointments better—and she does not suffer, I can assure you."

In point of fact, when this mother was not sacrificing herself for her headstrong and self-willed boy she was going without something or working herself to a shadow for her daughter. There was always a certain force in her arguments—but it was plainly to be seen that an unconscious but none the less real indifference to her happiness and interests was growing up in the hearts of those children—and largely through their mother's fault. Both of them, especially the boy, were acquiring the fixed notion that their natural proclivities must be humored, no matter whose were not, and that they must not be allowed to have an instant's discomfort or unhappiness.

Another youth, a friend of Harry's, was away on a visit, when his mother came rushing into a neighbor's house for help and counsel. Her eyes were wet and her hands trembled.

"The last mail for the day has come in," she said, "and not a word yet from Ralph. You know I haven't been as well as usual all summer, and I hated to have him leave me. I told him that he must write at once, and must let me hear as often as every other day, and he promised me that he would; and yet he has been gone a week and not a line have I had from him. I have stood it as long as I can. What would you do?"

"In the first place, don't worry," advised the friend, calmly. "If anything were wrong you would pretty surely have heard. Ralph is a naughty boy to forget his promise and to allow you to be so anxious; but you know that young people often think older ones are very foolish in this way and ought to be taught wisdom by them."

A telegram was sent, and before the mother slept that night she was assured that all was right with him.

The next day a letter came. He had simply been in the swirl of a house-party, and he had "thought that mother was a sensible woman and would understand that it was a beastly nuisance to write letters when there was so much going on!" This was another spoiled boy, whose mother had waited upon him and pampered him until she had come to seem to him like his slave, to be petted or kicked, according to his mood.

One consequence of the violent agitation of the subject of motherhood during the last few years has been the evolution of a class of mothers who imagine



COZY CORNER IN A BACHELOR GIRLS' QUARTERS IN THE TOP OF A MODEL NEW YORK TENEMENT-HOUSE.

that by giving up all their time and strength to their children they are doing the best thing. There have always been some of this sort, but now there are probably more than ever. There is a golden mean in this matter as in every other. "Selfish mothers," so called, are far more likely to have unselfish children than these foolishly self-sacrificing ones. One is reminded of the story, which might be matched in many households, of the child who saw the fruit-dish piled with oranges and cried: "Isn't it nice to have so many! Now there are enough so that mother can have one!"

A well-known woman of English parentage lately remarked, "I don't see how you American mothers ever find time to do anything for yourselves. You always seem to be busy with your children. I had the best father and mother in the world, but they turned my brothers and me off to amuse ourselves. Their lives were full, and we were instructed that their affairs were far more important than ours. As for interrupting them and dictating to them, as you let your children do, we should have expected to be struck dumb if we had attempted it. You do too much for them and defer too much to them for their own good."

Maternal devotion is beautiful, but filial devotion is even more so. Both ought to grow together and equally. When it is seen that there is a disparity there is something wrong, and the mother should take measures at once to restore the equilibrium. It is said that even the simple expedient of buying a new bonnet for herself has had a great effect. Let the father take the mother to the opera, allowing the rest to languish at home, despite her prayers. Put the mother on the pedestal and turn "the limelight" upon her for a while. It does the young people good to sometimes "play the one-line parts" and make mother the "star."

KATE UPSON CLARK.

Bachelor Life in New York.

ONE OF THE surprises of the census taken this year is the large number of persons who live alone in New York. It was remarked by an official of the census bureau that the greatest loneliness exists in the busiest municipality of the Western world, and the statement was verified by the reports of the enumerators, who found the city filled with thousands of unattached persons. They live in boarding-houses, in the new skyscraping hotels, in the many Broadway caravansaries, and in hundreds of bachelor apartments and studios. Of artists and art students alone there are said to be about five thousand, a majority of whom are women. A considerable number occupy studios or apartments and live on the co-operative plan. It was thought when the census was undertaken, early in the spring, that the class known as bachelors would be small, and only ten thousand blanks, or individual slips, were asked for as the first installment. But before the census-taking had fairly begun it was found that many more slips were needed, and lots of ten thousand were repeatedly ordered. When the census reports were collected and filed away the records contained the names of several hundred thousand persons in the city of New York who are living in a solitary state.

It is because the inhabitants of New York are counted by millions instead of by thousands or hundreds that the metropolis ranks as one of the most desirable places of residence or business on the continent. Of these millions a few are native to the soil, but the majority are gathered from the four corners of the globe, young men and women who are drawn here by the opportunities of the city. Many of them have small rooms in which they sleep, and their meals are taken at restaurants. A small army are employed as clerks in the various stores and in banks, although many are also engaged in the professions. To this multitude of human beings who live practically alone in New York the problem of how to comfortably exist on a small income must be solved. Boarding-house life, while it presents a splendid opportunity to study human nature, is not the best plan for either the pocket-book or comfort; for, while it costs from eight to fifteen dollars a week, it is desolate to the last degree. The plan of having a furnished room with meals at a restaurant, is almost as bad. Infinitely

better than either is the scheme of co-operative house-keeping on a small plan. Especially advisable is this for girls, for it relieves them of that feeling of utter loneliness, and it also lessens the expense to an appreciable degree.

With the invasion of the bachelors and bachelor maids in the various fields of industry, the fad for downtown living has come. Offices move into skyscraping buildings that are scarcely less than towers, leaving untenanted the rambling old blocks with their small

windows, quaint doorways, winding stairs, and mysterious corridors. After standing vacant for a while, these erstwhile offices are metamorphosed, at ridiculously small rentals, into homes, some of them complete from living-room to kitchen, and very delightful. Wonderfully convenient for those who work are these downtown quarters, amusingly inexpensive, and enchanting in comparison to the homes of those more prosaic mortals who live in a solid row of houses, where every room may be predicated from the outside—narrow hall, narrow stairway, bay-window front parlor, dark back parlor, stuffy dining-room, pleasant kitchen—oh, you know them all—the inevitable rooms of an inevitable city house for which enormous rents are charged. No wonder the human beings who live in these conventional bandboxes are lacking in originality.

In the case of co-operative housekeeping the old rule of luck in odd numbers does not hold good, and for the sake of harmony two is a much better number than three. By putting aside false social pride for the sake of comfort it will be found possible to secure good quarters in some respectable but not stylish region for less than half what one would be likely to pay within the magic circle of fashion. Two or three blocks either side of Broadway, or far out in Harlem, the studio or two- or three-room apartment will be found much more in reach of the average girl's allowance or wage than can be rented in the more central part of the city. Hundreds of art students manage to get along on what is known as hall-bedroom life—that is, getting their breakfast, and very often their dinner as well, over a ten-cent gas-stove in an eight-by-ten room in a furnished-room house. The menu is generally confined to eggs, fruit, and canned goods. Not only for the inconvenience, but for the almost certain breakdown caused by insufficient nourishment, this scheme of economy is a most expensive one in the long run. Far better is it to hire a little place where one can cook without secrecy, and where the two or three rooms will assume a homelike atmosphere.

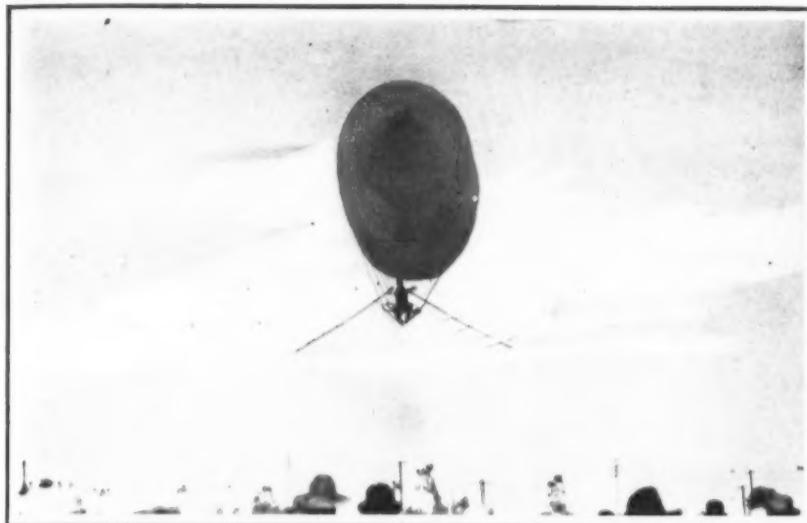
Two art students of my acquaintance, who for several months had been paying ten dollars a week for board and room, decided to try housekeeping, and thereby save a few dollars of their board money for drawing material. By taking advantage of the model tenements which, despite their location generally in the most crowded district, are kept scrupulously clean, they found a four-room apartment for twenty dollars. Being on the very tip-top of the building, there was plenty of light and air, and the house was equipped with steam heat and an abundance of hot water for the private bath which goes with every apartment. Of course the neighborhood in this instance was not enviable, although it was respectable, and the children which swarmed in thousands around the entrance made more than one valuable sketch which helped to keep the pot boiling in the little flat far above the street.

Another co-operative plan, supported by young women engaged in professional work—one writer, two artists, and one music teacher—has been adopted with great success in one of the rambling old buildings off Union Square. The place was formerly the home of one of New York's oldest families, and the rooms are all beautifully finished in dark wood, with polished floors and are fitted out with fireplaces. The success of this place is attributable to the fact that while they all live together, each lives separately, buying and preparing her own meals when convenient. There is no attempt at co-operative housekeeping—no parlor, no dining-room, and no maid. Each pays her share of the rent, and enjoys equal share of the cozy rooms, and all use the kitchen. As all are engaged in profes-

Continued on page 328.

Mothers and Babes

FIND THE GREATEST COMFORT IN BATHS WITH CUTICURA SOAP AND ANOINTINGS WITH CUTICURA, PUREST and sweetest of emollients, for preserving, purifying and beautifying the skin, scalp, hair and hands, for baby rashes, eczemas, itchings and chafings, and for many sanative, antiseptic purposes which readily suggest themselves to mothers, as well as for all the purposes of the toilet, bath and nursery.



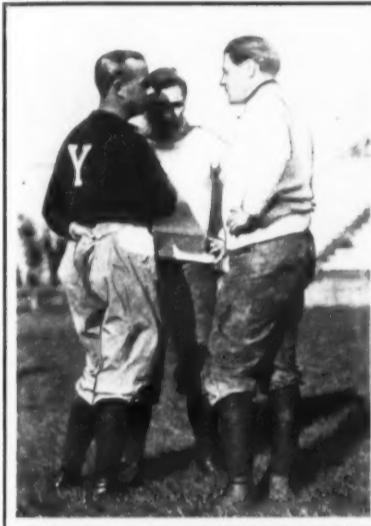
AIR-SHIP "MAN ANGEL," OWNED BY L. REYNOLDS, WHICH RECENTLY RACED WITH THE "BULLET" AT LOS ANGELES—THIS MACHINE IS PROPELLED BY OARS.

M. E. Raffert.



TROMBLY'S "BULLET" AS IT APPEARED IN THE LOS ANGELES RACE—CARRIES SEVEN-HORSE-POWER ENGINE, AND PROPELLER.

M. E. Raffert.



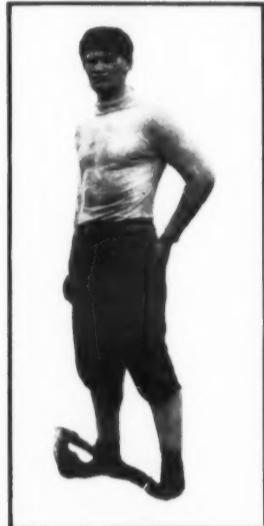
EXECUTIVE STAFF, YALE FOOTBALL TEAM.
From the left: Head Coach Owsley, Capt. Shevlin, and Field Coach Bloomer.—*Sedgwick*.



CAPTAIN THORPE,
Of Columbia football team.
A. E. Dunn.



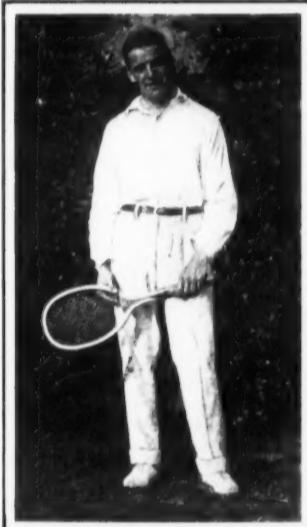
ED. GEERS,
Memphis, veteran horseman,
68 years old.—*Adams*.



RYAN,
One of Columbia's strong football
players.—A. E. Dunn.



OGDEN MILLS REID,
Son of Ambassador Reid, in practice with Yale
eleven.—*Sedgwick*.



BEALS WRIGHT,
Singles and doubles champion of the
United States.



IRVING C. WRIGHT,
Who defeated the champion of Canada
at Niagara.



ROBERT LEROY,
Intercollegiate champion of the
United States.

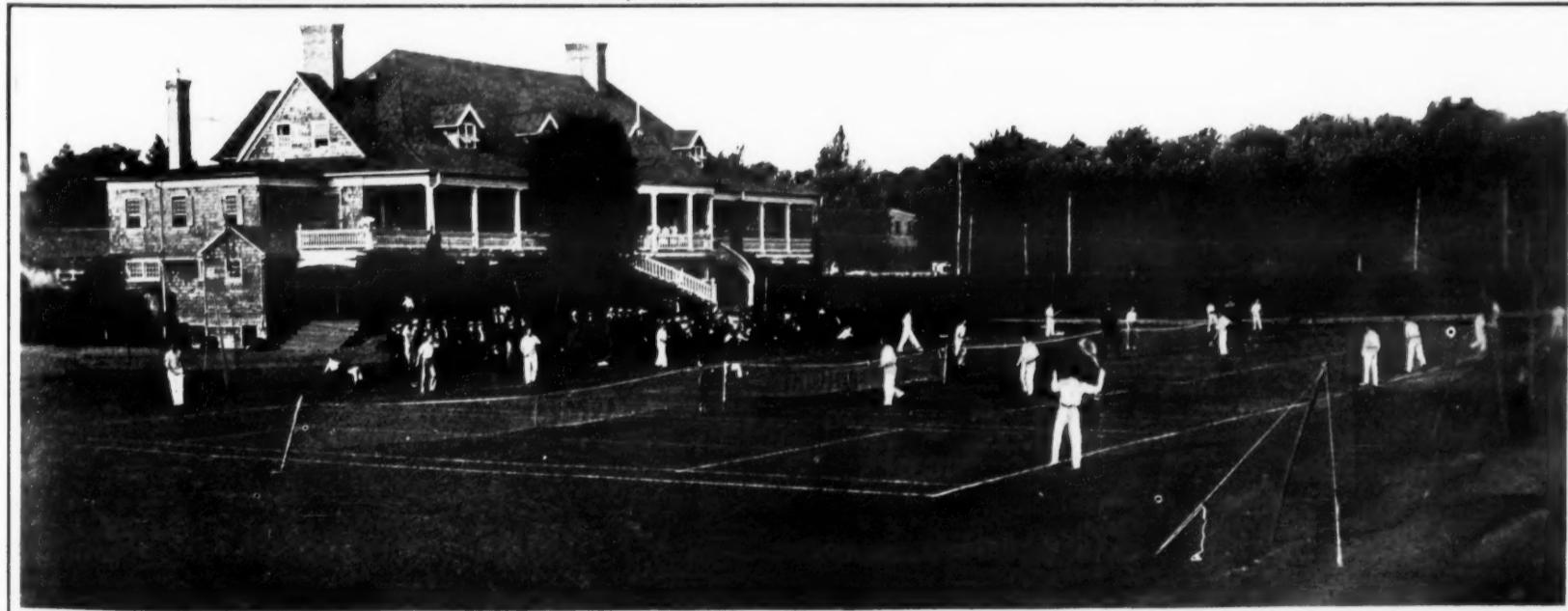


E. B. DEWHURST,
National indoor, and former intercol-
legiate, champion.



WYLLIE C. GRANT,
Winner of doubles championship
of Europe.

FIVE BEST TENNIS-PLAYERS IN THE UNITED STATES, WHO PLAYED IN RECENT BALTIMORE TOURNAMENT.—*Photographs by Mrs. C. R. Miller*.



BALTIMORE'S GREAT TENNIS TOURNAMENT IN FULL SWING AT THE GROUNDS OF THE CATONSVILLE COUNTRY CLUB, ONE OF THE MOST EXCLUSIVE IN THE COUNTRY.—*Mrs. C. R. Miller*.

RECENT SPORTING EVENTS AND THE MEN WHO HAVE FIGURED IN THEM.
TENNIS AND FOOTBALL CHAMPIONS WHO ARE MAKING NEW RECORDS AND SMASHING OLD ONES—AIR-SHIP RACE
A NOVEL HAPPENING.



THE MAN IN THE AUTO



ALTHOUGH we are a nation of buggy-riders, when it comes to buying motor-cars then we want family coaches. Besides that, the big car represents, socially, a big gun. The result of all this is that the status of the runabout, as a leader in popularity, has been affected. Some day there will be a reaction, and that will be when the common people begin buying the low-priced runabout, and then the trade will not be prepared for the rush.

REGARDING THE purchase of high-grade cars, I have said a number of times during the last year that, although the motor-car has reached an apparent finality of construction—which, however, is more apparent than real—its present status of development is such that great mechanical changes are not likely to occur without long-noted tendencies cast out away ahead. Novel changes are adopted only after long and thorough trials, and then gradually; so no one need fear that in buying an up-to-date car some improvement during the coming year will render it a back number.

IF THE mountain will not move to Mohammed then he must move to the mountain. In line with this idea the London agency of the Panhard have designed and built a traveling workshop, completely fitted with tools, tires, and parts, all arranged on the chassis of a Panhard car. Skilled mechanics travel all over Great Britain with it, and are at all times at the service of owners of Panhard cars. They have only to telephone or use the mail, and the traveling Vulcan is at their doors.

MAJOR TOM JOHNSON, of Cleveland, used a motor-car in touring the State of Ohio during the last gubernatorial campaign, but Governor Herrick declares the machine lost the State to the mayor. Both of them are at it again, however, the Governor with a specially fitted up trolley-car and the mayor with a new Richard-Brasier thirty motor-power car. It is evident that the mayor still thinks the motor-car will bring him out a winner.

IN THE Bennett race all of the Italian drivers and Thery, the winner, wore a new style of goggles invented by a Parisian oculist, Doctor Mirovitch. They consist of glasses fixed in frames which are of the same shape and a little larger than the eyes. These

Loss and Waste by Fire.

ARECENT compilation given out as the result of an investigation made by the International Society of Building Inspectors confirms and emphasizes the statements we have made in these columns from time to time concerning the vast amount of property destroyed in this country every year through sheer carelessness, imperfect construction, and other preventable causes. The society named undertook an investigation of fire losses on its own account for a brief period early in the present year, and the showing makes it full of significance. For example, in the ten days ending on February 28th, it recorded 1,315 fires, aggregating a total loss of \$14,809,800, or an average of nearly a million and a half a day. On one day, February 23d, one hundred and sixty-five fires were noted, involving a loss of \$2,015,700.

The busiest month of this year, June, shows that only \$36,000,000 worth of building was being carried on, so that as a matter of fact, at the rate established by 1904 and the first half of this year, we are actually losing more property by fire than we are creating in new buildings! In most of the transactions that are deemed losses the matter becomes more or less of an exchange, something is taken out of one form, a loss to one party, and goes into some other form, a gain to some one else. But with fire the loss is absolute. Smoke is all that is left of it in the transformation. People may say that insurance recoups them to a certain extent. It does afford some solace to the individual, but adds to the loss of the community. That is easily understood—every dollar paid in losses means that three dollars have been paid into the companies' coffers in premiums.

And the folly of it all is that people go on in their same old way, building of wood, pretty cottages, bank buildings, churches, everything that the law allows, with wooden joists, wooden partitions, wooden roofs, wooden everything. Twenty-five and more years ago, when wood was cheap and the incombustible materials



STUDIES IN EXPRESSION.—Photographs by W. P. S. Earle.

frames have rubber tubing around the edges, forming a comfortable air-tight contact around the eyes. Two small tubes protrude from each frame, and are so arranged as to keep a constant circulation of air at atmospheric pressure in the eye-pieces. A spring bridge connects the glasses, which are kept in place by an elastic band around the back of the head. The appearance of the goggles is neat.

TWO FIRE-ENGINES and a car for carrying accessory appliances, all electrically driven, have recently been put into service by the Vienna fire brigade. The accumulators, which, it is said, are sufficient to propel the car for some twenty-eight miles at a speed of twelve and one-half miles per hour, are placed in a compartment in front of the driver's seat, over the front wheels. India-rubber tires 125 MM. (4.9 inches) thick, are fitted to the wheels, which are 850 MM. (2 feet 9 $\frac{1}{2}$ inches) in diameter. Each of the front wheels is provided with a thirty-five-horse-power Lohner-Porsche hub motor. The controller provides for the following speeds: 5.6; 6.8; 12.5; 17.4, and 22.4 miles per hour.

HORSE-DRAWN wagons at top speed usually do twelve miles an hour, but a motor-car can easily go twenty miles an hour, and twenty-five if necessary, so that a horse-drawn wagon going to a fire one mile distant from the engine-house takes five minutes to make the trip, while a motor-wagon takes only three. A saving of two minutes to the mile, which, when life and property are in danger, are valuable, indeed.

THE problem of automobile shipment has become an important one with the railroads. Owners have fallen into the habit of shipping their machines over

dear, such a mode of construction was economical in fact, it was all that could be done. To-day conditions have changed. The price of lumber has increased 150 per cent., while the price of the better materials, by reason of improved methods of manufacture, etc., has been reduced so that the very best is within the reach of every one. An absolutely fire-proof building, with the exterior of brick, framing of steel, protected with fire-proof tile and cement, can be built for as little as eight or ten per cent. more than the ordinary flimsy wood construction. And that is in first cost. When we come to consider the fewer repairs, the lesser cost of maintenance, freedom from insurance tax, and all these considerations, the ultimate total investment in a fire-proof building is infinitely less than what one has to put into a fire-trap.

So with a house—things are so now that a very comfortable cottage can be built of brick and stucco, or asbestos shingles that will look just like wood and are indestructible, and with floors and partitions of fire-proofing tile, cement floors, and, indeed, hardly a particle of wood anywhere in the construction or finish of the house, for even as little as \$4,000, which could not be duplicated in size, built of wood, for \$3,500; and, of course, the latter would never be as comfortable, as warm in winter, as cool in summer, with as sound-proof floors, vermin-proof, and satisfactory in any respect as the properly built home.

Camp Meeting's Strange Success.

Continued from page 324.

complete surrender may come more than once, each succeeding visitation being more of a blessing than the last. Physicians who have watched the actions of the members of the band during the camp meeting speak of the excitement as a primitive emotion which is practically self-hypnotism. The mind is wrought up to a pitch which causes a complete forgetfulness of ordinary things, and the shouts, laughter, and moaning result.

districts noted for bad roads, and it is from these automobiles that the danger is anticipated. Chauffeurs do not take the trouble to empty the gasoline tanks, thereby placing the automobile subject to the rules governing explosives, which are now being strictly enforced on all the railroads. The Pennsylvania Railroad has moved in the matter by issuing a general order to both the freight department and baggage-men on passenger trains, which reads as follows: "Horseless vehicles operated by electricity, offered for shipment, must have the terminal wires—that is, the wires which connect with the motor, disconnected. Vehicles operated by gas-

oline or naphtha must have tanks emptied, the tank cover or plug removed and packed separately, and the sparking-wire detached."

THE ONLY event of international interest at the Evian motor-boat meeting on Lake Geneva, Switzerland, was the performance of *Autoine III*, which, starting alone in the 100-kilometre race for boats of not more than twenty-six feet, covered the entire distance in 2 hours, 15 minutes, 53 2-5 seconds. The same boat had made two previous attempts to lower the 100-kilometre record, at Juvicy, where she recorded 2 hours, 31 minutes, 38 2-5 seconds, and in the race for the Dubonnet cup, where her time was 2 hours, 20 minutes, 32 seconds. Her latest performance thus beats these two by a good margin and gives an average speed of 27.4 miles an hour.

ACCORDING to Bradstreet's, 17,500 automobiles were turned out in 1904. Their value was \$22,000,000. In the fiscal year ended June 30th, one hundred manufacturers in fourteen States produced 26,602 machines, valued at \$34,650,000. The capital employed in the industry is estimated at rather more than \$21,000,000. This business has been built up in less than a decade, and most of it in less than half that time, for, according to the census of 1900 the government estimate of the value of all motor vehicles was only \$5,000,000. Previous to 1901 the imports of automobiles were almost negligible, but three years later they were valued at \$1,294,160, and even in the latter year the exports from the United States exceeded the imports, amounting to no less than \$1,895,000. Domestic users take up most of the home product, but the export trade amounts to about \$2,000,000 a year.

ALEX SCHWALBACH.

Bachelor Life in New York.

Continued from page 326.

sional work, no two, except the artists, have the same hours. The literary light is up, prepares her breakfast, and is off long before the music teacher is ready for the kitchen. Occasionally for dinner, and on Saturdays and Sundays, they club together and enjoy a home dinner together, but during the busy days of the week the independent plan prevails, and has been highly satisfactory.

HARRIET QUIMBY.

Noticed It

A YOUNG LADY FROM NEW JERSEY PUT HER WITS TO WORK.

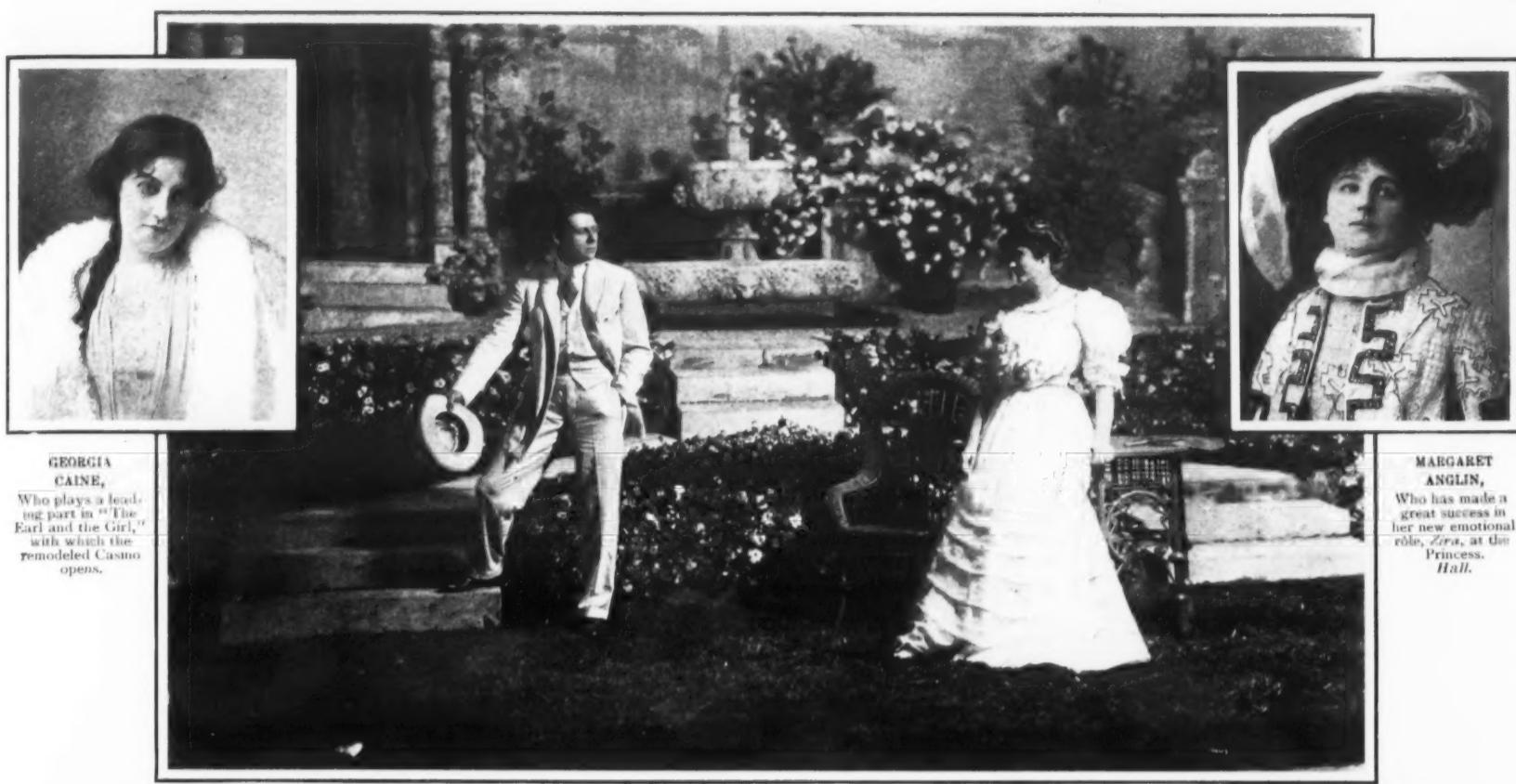
COFFEE GAVE me terrible spells of indigestion which, coming on every week or so, made my life wretched until some one told me that the coffee I drank was to blame. That seemed nonsense, but I noticed these attacks used to come on shortly after eating, and were accompanied by such excruciating pains in the pit of the stomach that I could only find relief by loosening my clothing and lying down.

"If circumstances made it impossible for me to lie down I spent hours in great misery.

"I refused to really believe it was the coffee until finally I thought a trial would at least do no harm, so I quit coffee in 1901 and began on Postum. My troubles left entirely and convinced me of the cause.

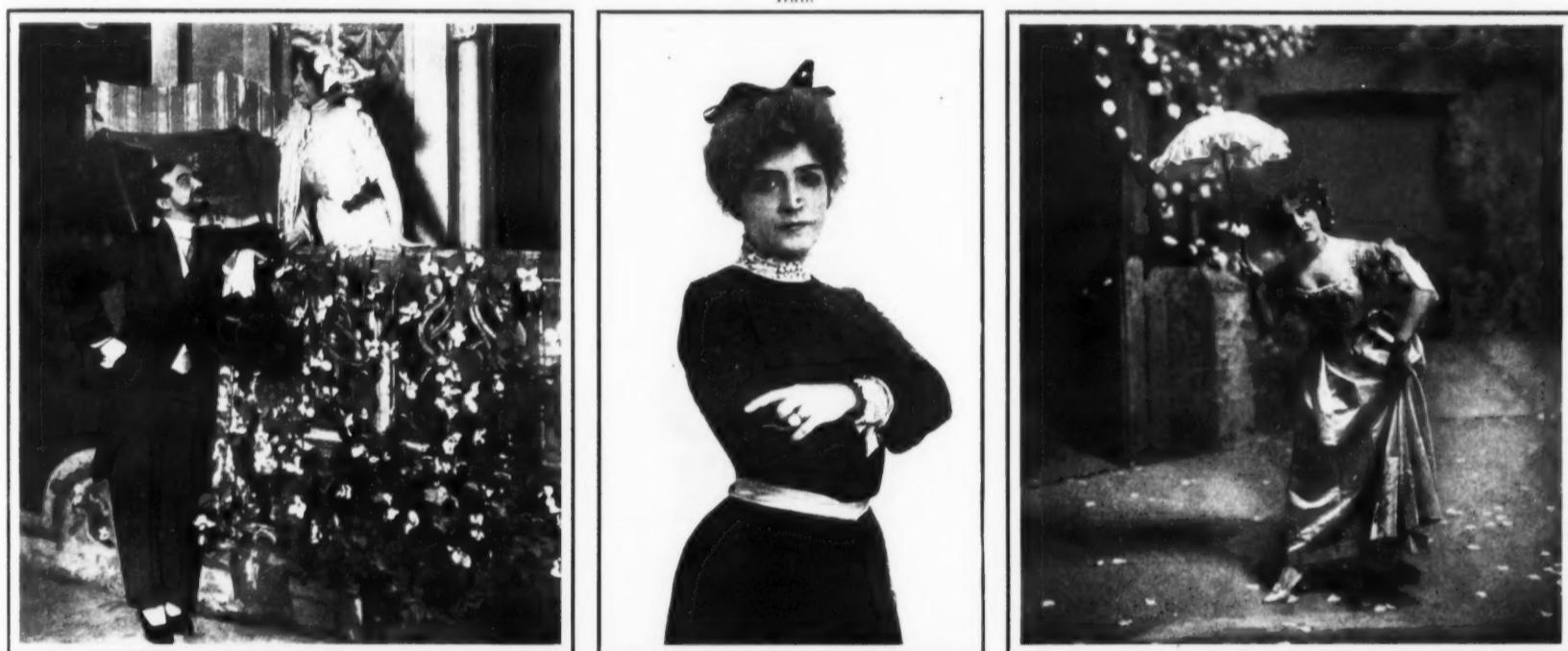
"Postum brought no discomfort, nor did indigestion follow its use. I have had no return of the trouble since I began to drink Postum. It has built me up, restored my health and given me a new interest in life. It certainly is a joy to be well again." Name given by Postum Co., Battle Creek, Mich.

Read the little book, "The Road to Wellville," in each package.



GEORGIA CAINE,
Who plays a leading part in "The Earl and the Girl," with which the remodeled Casino opens.

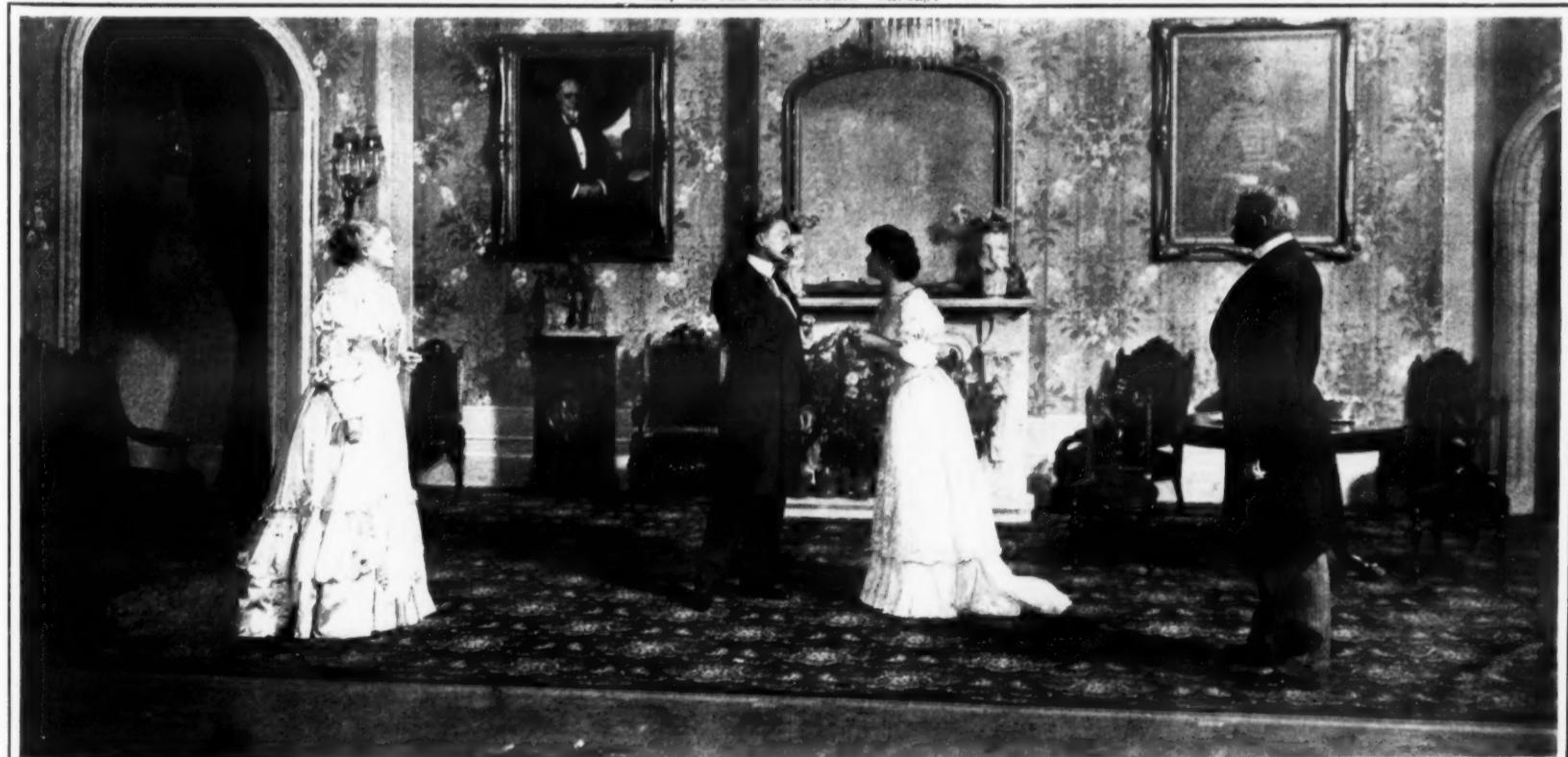
MARGARET ANGLIN,
Who has made a great success in her new emotional rôle, Zora, at the Princess Hall.



NAT M. WILLS AND EDITH DECKER IN "THE DUKE OF DULUTH," AT THE MAJESTIC.—Lawrence

MRS. FISKE, WHO IS PLAYING A SHORT ENGAGEMENT IN HER FAMOUS ROLE OF "LEAH KLESCHNA," AT THE MANHATTAN.—Sarony.

EDNA MAY IN THE DAINTY MUSICAL PLAY, "THE CATCH OF THE SEASON," AT DALY'S.—Hall.



SCENE FROM AUGUSTUS THOMAS'S LATEST COMEDY SUCCESS, "DE LANCEY," IN WHICH JOHN DREW IS APPEARING AT THE EMPIRE. FROM THE LEFT: KATE MEEK, JOHN DREW, MARGARET DALE, AND MENIFEE JOHNSTON.—Hall.

THEATRES OF THE GREAT METROPOLIS.

NEW PICTURES OF POPULAR FAVORITES, BOTH OLD AND NEW, IN THE SEASON'S SUCCESSES.



ARTISTIC FRUIT COLUMN, IN HONOR OF PRESIDENT ROOSEVELT, AT THE CANNSTATTER VOLKFEST AT PHILADELPHIA.—*V. C. Sasse, New Jersey.*



PLIGHT OF ROBBINS'S CIRCUS DURING THE FLOOD AT NORWICH, N. Y.—ON THE DAY OF EXHIBITION WATER STOOD SIX FEET DEEP ON THE FAIR GROUNDS.
W. J. McCaw, New York.



MULAY ALI BEN ABD-ESLAM, CHIEF OF WAZZAN, AND RETAINERS LEAVING TANGIER FOR THE BANDIT RAISULI'S STRONGHOLD AT ZENATZ, TO FREE IMPRISONED TRIBESMEN.—*Julia Brewster, New York.*



PRETTY WAITRESSES IN A PROCESSION—THE MOST ATTRACTIVE FEATURE OF THE LABOR-DAY PARADE AT SAN FRANCISCO.
John Dicks Howe, California.



COOLIES USED INSTEAD OF ENGINES IN TRANSPORTING MATERIAL BY RAIL IN MANCHURIA.
Tatsuya Kato, Japan.



LARGEST AMERICAN FLAG CARRIED BY MINNESOTA VETERANS IN THE PARADE AT THE G. A. R. NATIONAL ENCAMPMENT IN DENVER.—*Frank A. Ellis, Colorado.*



(PRIZE-WINNER.) RUSSIAN ARTILLERY POSITION IN A DEMORALIZED STATE AFTER A HOT BATTLE IN MANCHURIA—SOLITARY SENTINEL VIEWING DEVASTATION WROUGHT BY JAPANESE.
Tatsuya Kato, Japan.



SHOT-GUN QUARANTINE AGAINST YELLOW FEVER.
MEMPHIS GUARDS ON THE ALERT.
Herbert A. Sample, Tennessee.

NEWS PHOTO PRIZE CONTEST—JAPAN WINS.
PICTORIAL RECORD OF RECENT HAPPENINGS OF EXTRAORDINARY INTEREST CONTRIBUTED BY CAMERISTS OF TASTE AND SKILL.

JASPER'S HINTS TO MONEY-MAKERS

[NOTICE.—Subscribers to *LESLIE'S WEEKLY* at the home office, 225 Fourth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answers by mail or telegraph. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor *LESLIE'S WEEKLY*, 225 Fourth Avenue, New York.]

HAS THE golden era gone? It cannot last forever. We have had it in this country, and it has lasted almost a decade. That brainy, self-made, hard-working factor in the growth, development, and splendid prosperity of the Standard Oil Company, Mr. Daniel O'Day, remarked to a friend recently: "Who couldn't make money in the past ten years? The man who couldn't, never could make any. Enormous fortunes have been accumulated because of the tremendous opportunities that the magnificent growth of this country has opened to every one able and willing to seize them." And he added, "The man who has made no money in this country during the past ten years has been either incompetent or unfortunate."

No one can dispute the statement of this practical, hard-headed man of business affairs. But is there not danger in the fact that these enormous fortunes have been made, and that in their making men of wealth have forgotten their years of early toil and have become so overbearing and insolent with power that they have not hesitated to grossly defy public sentiment? To carry out their plans, they have managed, by the use of money, to control legislation, to retain the ablest, sharpest, and not always the most scrupulous attorneys, to grab enormously valuable State and municipal franchises, and to persistently escape the burden of taxes which properly belonged to them. As a result of this short-sighted and utterly selfish policy, a growing sentiment of hostility to all corporations, good and bad, and to all forms of wealth, whether honestly or dishonestly acquired, is spreading throughout the country.

It was this sentiment that made it possible for an oily-tongued and shallow-headed demagogue in Nebraska to place himself at the head of one of the greatest political parties in the history of this country, a party which had its birth in conservative tendencies, and which had gathered within its fold some of the most sagacious statesmen the nation has produced. It was this growing sentiment of antagonism to the classes as arrayed against the masses that led millions of voters to support a selfish and cunning demagogue for the presidential office. The terrible significance of the election of such a man to the presidency few of us understand. I can sympathize with the emphatic declaration of President McCall, of the *New York Life*, that, in view of the imminent peril to his great financial institution from the possibility of the election of a free-silver candidate for the presidency, he was abundantly justified in giving a generous contribution to the party that stood for sound money and against a financial upheaval.

How great the danger to all industrial and financial interests the nomination of a tricky demagogue portended was never fully understood, but it may be brought home again to the American people before many years unless the high as well as the low, the rich as well as the poor, learn to pin their faith once more to the old-fashioned but selfish axiom that "honesty is the best policy." There is, to be sure, a divine law which lays down the injunction that "Thou shalt not steal"; a law which commends honesty, not because it is politic or profitable, but because it is everlasting and immutably right. But in these days, especially in this country, when the rage for gain pervades every class, it is of little use to argue from any standpoint but that of selfishness, and my argument is, therefore, made on these lines. The people will not be everlasting fooled. They are at last beginning to realize that in these sordid days the greatness of a financier is not measured by a splendid character, but by the amount of the capital he can accumulate and control. If he only can secure riches, and keep within the law, or if, while violating the law, he can escape punishment, the people bow down at his feet, and the so-called aristocracy

opens its doors to him, regardless of his pedigree or his past.

We live in an age of luxury. The longing to luxuriate is contagious. The man who, through some lucky circumstance, finds himself on the road to fortune, forgets the days of his simple life and his modest home where contentment dwelt amid poverty. He must have a \$1,000,000 or a \$5,000,000 residence, and his wife, whose fingers have ached many a time over the wash-board, must adorn those crooked fingers with sparkling jewels worth a king's ransom. Is it remarkable that thoughtful men are beginning to recall Lord Macaulay's remarkable prophecy, made not quite fifty years ago, in which, in writing to an American citizen, he said:

"As long as you have a boundless extent of fertile and unoccupied land, your laboring population will be far more at ease than the laboring population of the Old World, and while that is the case, the Jeffersonian policy may continue to exist without causing any fatal calamity. But the time will come when New England will be as thickly peopled as old England. Wages will be as low, and will fluctuate as much with you as with us. You will have your Manchesters and Birminghams, and in those Manchesters and Birminghams hundreds and thousands of artisans will assuredly be sometimes out of work. Then your institutions will be fairly brought to the test. Distress everywhere makes the laborer mutinous and discontented, and inclines him to listen with eagerness to agitators who tell him that it is a monstrous iniquity that one man should have a million while another cannot get a full meal. In bad years there is plenty of grumbling here, and sometimes a little rioting, but it matters little, for here the sufferers are not the rulers. The supreme power is in the hands of a class, numerous indeed, but select, of an educated class, of a class which is, and knows itself to be, deeply interested in the security of property and the maintenance of order. Accordingly the malcontents are firmly yet gently restrained. The bad time has gone over without robbing the wealthy to relieve the indigent. The springs of national prosperity soon begin to flow again; work is plentiful, wages rise, and all is tranquillity and cheerfulness.

"It is quite plain that your government will never be able to restrain a distressed and discontented majority, for with you the majority is the government, and has the rich, who are always a minority, absolutely at its mercy. The day will come when, in the State of New York, a multitude of people, some of whom have not had more than half a breakfast, or expect to have more than half a dinner, will choose a legislature. Is it possible to doubt what sort of legislature will be chosen? On one side is a statesman preaching patience, respect for vested rights, strict observance of public faith. On the other is a demagogue, ranting about the tyranny of capitalists and usurers, and asking why anybody should be permitted to drink champagne and to ride in a carriage while thousands of honest folks are in want of necessities. Which of the two candidates is likely to be preferred by a working man who hears his children cry for more bread? I seriously apprehend that you will, in some such season of adversity as I have described, do things which will prevent prosperity from returning."

For many years after Macaulay's startling prophecy was made it was laughed at in this country, but we are not now laughing when we recall how recently a blatherskite, nominated on a populistic platform, had the support of seven millions of his fellow-countrymen, and with a little additional support would have been placed

in the seat of power at Washington. Who are to blame for the situation? Are not the wealthy men, who, in their eagerness for filthy lucre, have trodden on the necks of their fellow-men? It would be unfair to say that there are not many eminent men who have achieved wealth through honorable methods, and who have sought, and are now seeking, to make such distribution of it as is most befitting. I have no patience with indiscriminate assaults on wealth simply because it is wealth. That is as contemptible as to sneer at poverty because it is poor. I simply say that the people have the remedy in their own hands, as Macaulay has pointed out. It is not necessary for them to despoil the rich. Let the people elect honest Legislatures; let them

intrust public places to men of highest character; let them begin the good work of regeneration by sweeping out of power selfish political bosses who, in alliance with prostituted wealth, are building the bridge of evils over which this nation must some day cross. Here the remedy lies, and here the American people will apply it and bring about a revolution, not of blood and confiscation, such as Macaulay predicted, but of silent and irresistible forces impelled by the best American spirit.

The stock market strongly reflects the prosperity of the country. The high prices which have prevailed so long indicate that holders of stocks and bonds are loath to part with them even at a substantial profit. The combination of strong financial interests which is willing and able to sustain prices still holds together. This combination has weathered numerous seasons of doubt and some of distress. If prices can be maintained at the present high level through the remainder of the year, in spite of whatever may happen in the money market, the public may be more inclined to believe in the possibility of another bull movement. After twenty-five years' experience in Wall Street I cannot divest my mind of the substantial impression, based on the history of the past, that such a movement is not compatible with present high prices. Combinations that have been protecting certain stocks by purchasing them on every decline will not hesitate to unload at the first favorable opportunity. If any unexpected exigency should make this liquidation compulsory, it might spread to such an extent as to produce exceedingly unpleasant conditions. It is easy to understand that if stocks are held in few hands the liquidation will be much more rapid than it would be if stocks were widely scattered.

Occasionally a reader of this column complains that my advice has prevented him from making money on a rise, but against such occasional complaints I am glad to have a record of hundreds who have had a pleasant word to say because I have saved them from losses. No one is compelled to take my advice. I may be wrong in believing that this is not the time for a bull movement, except, perhaps, in a few stocks which special circumstances control. The market always has its soft and hard spots, and an active trader who is observant, experienced, and watchful, can generally find a chance to get in and out without running too much risk. For this reason, on each decline I think a good trader can find his opportunity for a quick turn, but it is not the season for speculation on slender margins, and not a time when the best of bargains are on the investment counter.

Continued on page 332.

Russian Cabmen.

NEW YORK is not alone the victim of impudent and extortionate cabmen. St. Petersburg, in the midst of all its imperial troubles, has had to find

time seriously to grapple with the tariff imposed by its drivers of public conveyances. Now they are to make each man take an oath before he receives his license that he will not overcharge passengers. This sounds well, but, after all, is only feeble. Long ago the Russian police established a scale of fares, and had a copy of it posted in each vehicle plying for hire. But the Russian cabbies pay little attention to it. The rule seems to be to demand from foreigners ten times the proper fare; from natives twice the sum due. The Russian Jehu has this to be said for him—printed matter is not informative, for the rank and file of Russians cannot read.

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PÈRES CHARTREUX**
—GREEN AND YELLOW—

THIS FAMOUS CORDIAL, NOW MADE AT TARRAGONA, SPAIN, WAS FOR CENTURIES DISTILLED BY THE CARTHUSIAN MONKS (PÈRES CHARTREUX) AT THE MONASTERY OF LA GRANDE CHARTREUSE, FRANCE, AND KNOWN THROUGHOUT THE WORLD AS CHARTREUSE. THE ABOVE CUT REPRESENTS THE BOTTLE AND LABEL EMPLOYED IN THE PUTTING UP OF THE ARTICLE SINCE THE MONKS' EXPULSION FROM FRANCE, AND IT IS NOW KNOWN AS LIQUEUR PÈRES CHARTREUX. THE MONKS, HOWEVER, STILL RETAIN THE RIGHT TO USE THE OLD BOTTLE AND LABEL AS WELL, DISTILLED BY THE SAME ORDER OF MONKS WHO HAVE SECURELY GUARDED THE SECRET OF ITS MANUFACTURE FOR HUNDREDS OF YEARS AND WHO ALONE POSSESS A KNOWLEDGE OF THE ELEMENTS OF THIS DELICIOUS NECTAR.

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OUR CATALOGUE "MOORE'S MODERN METHODS" contains 128 pages of valuable information on Bookkeeping and Loose Leaf Accounting; it illustrates and describes the various ruled and printed forms furnished with this outfit. May we send it to you?

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Oldest Vehicle in America.

ONE OF the most interesting curiosities in southern California is an old Mexican carreta, on exhibition in the chamber of commerce, Los Angeles. It is supposed to be more than 200 years old, and represents the earliest primitive efforts of the untutored Pueblo Indians. This ancient ox-cart was first discovered in 1878, in the possession of San Alfonso, a Pueblo Indian, who resided in the village of Tesuque, nine miles from Santa Fé, the capital of New Mexico. Alfonso, then eighty-five years old, had been converted to Christianity, and had sufficient intelligence to assist in tracing the history of the vehicle. It was in the possession of his ancestors nearly a hundred years. The workmanship is crude and not a piece of iron is used in its make-up; but as constructed, it is strong and shows considerable ingenuity. The body of the carreta is composed of cottonwood, and the tongue, twelve feet in length, is a gnarled limb of mesquite. A cross section of sycamore was used in making the wheels, and even now they are so strong that a great weight could be sustained in a haul over smooth roads. The long tongue extends beyond the axle and helps to form a support for the wagon-bed. Oxen were hitched to the tongue by means of rawhide thongs. Thousands view the carretas annually, and, no doubt, think it a safer, though slower, means of travel than the sixty-mile-an-hour automobile.

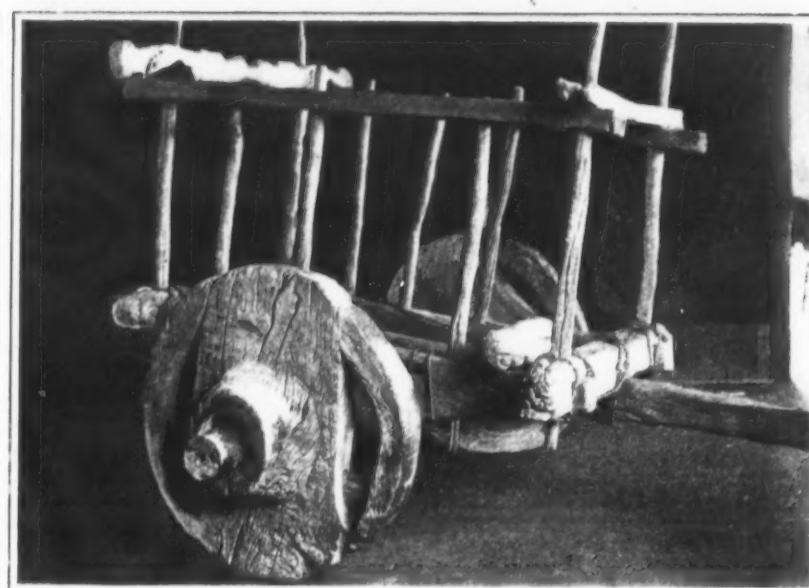
H. F.

How To Know People.

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American Cities Getting Better.

ONE DOES not need to be a chronic optimist, and much less a mere dreamer of dreams, to entertain the confident belief that we, of America, have touched bottom, and something more, in the matter of municipal corruption and depravity, so long our national shame and reproach. There are sound reasons for the opinion that we have moved considerably upward from the bottom of the noisome and malodorous slough uncovered to the gaze of all the world by the legislative investigations in New York, Mayor Weaver's fruitful efforts in Philadelphia, the exposure of the Ames régime in Minneapolis, and the probings of Attorney Folk in St. Louis. That these cities will ever again return to their former depravities is not to be believed; neither is it believable, in view of what has occurred since these disclosures took place, and especially in view of the recent growth of public sentiment with regard to municipal betterment, that any other American cities will be permitted by their citizens to descend to the depths touched by Philadelphia, St. Louis, and Minneapolis. No careful observer of the signs and tendencies of the day in America can have failed to note the many indications during the past few years of an awakened civic conscience on the part of the American people, a more general and intelligent interest in the conduct of municipal government, and a new, or renewed, determination on the part of the great body of municipal electors to purify the fountains of municipal authority, and to keep them pure by putting better, abler, and more honest men in charge of the fountains.



AMERICA'S OLDEST WHEELED VEHICLE—CURIOUS MEXICAN CARRETA, OVER TWO HUNDRED YEARS OLD, ON EXHIBITION AT LOS ANGELES.—C. C. Pierce & Co.

Jasper's Hints to Money-makers

Continued from page 331.

"J. McD." New York: It is not dealt in on Wall Street, and I cannot obtain a report.

"Q." New York: There are several companies by that name. To which one do you refer?

"F." Union Hill, N. J.: No recent report has been published. It is not dealt in on Wall Street.

"F." Chicago: I have no report of its earnings, but the firm has high standing and considerable wealth.

"M." Ashtabula, O.: I know nothing about the land company. It is not a Wall Street institution by any means.

"E." New York: I do not find the name on the list of members of the Consolidated Exchange, and can get no rating.

"D." Georgetown, Conn.: A toss-up, though much better on its face than nine-tenths of the things of its character that are offered.

"Subcriber": I regard the Erie general 4s as a fairly good bond. I do not rank them with Toledo St. Louis and Western 4s, which sell somewhat lower.

"X. Y. Z." Newark: Peoria and Eastern sold last year as low as 17 and as high as 32 1/2. It has been much stronger this year and is a fair speculation for a long pull.

"N. N. O.": 1. The Jersey City office, I presume. 2. I doubt if the request would be granted. The only way to find out is by making a written application to the company.

"A." Los Angeles: I see nothing in any of the wireless-telegraph stocks, with the very high capitalization the companies have, that attracts me. Better leave them all alone.

"Z." New York: I have tried to get a report regarding it, but it is impossible to get a satisfactory statement. Unless your friend is in a situation to advise you safely, leave it alone.

"M." Philadelphia: 1. I can get no trace of the man. A number have been inquiring about him. 2. This is a dangerous market in which to short an investment stock on a slender margin.

"B." Raleigh, N. C.: I can ascertain nothing about the property, and unless I had reliable information concerning it, I would be inclined to doubt the accuracy of some of the statements made.

"L." Meriden, Conn.: On general principles, it is safe to distrust any scheme that offers an extraordinary rate of interest. I will have a special report made regarding the concern as early as possible.

"P." Salem, Mass.: 1. As I have repeatedly pointed out, a market in control of combinations and cliques is always dangerous to sell short. 2. None of the stocks to which you refer is quoted on any of the exchanges.

"N. S." Canton, O.: I have not the information, but a handsome booklet, descriptive of Mexico and Mexican mines, will be sent you without charge if you will address J. R. Brown, 42 Broadway, New York City, and mention LESLIE'S WEEKLY.

"Mining." St. Louis: I have never seen any of the properties to which your inquiries refer, but they appear to be a low-priced speculation in which one must take his chances. My preference would be for the one with the smaller capitalization.

"J." Goshen, N. Y.: It is not listed and I have no record of the high and low prices, but the statement that there is only \$5,000,000 of United Copper preferred, and that it can be called at 120, is correct. It has merit, but not greater merit than Greene Con.

"S. St." New York: I would not be in haste to get into this market. On reactions, the Toledo St. L. and Western 4s, Texas Pacific, Greene Con. Copper, St. Louis Southwestern preferred, American Can preferred, Amalgamated Copper, and Erie look attractive.

"W." Derby, Conn.: 1. I think well of Shannon Copper. Provided the price of copper is maintained, Shannon sold this year as low as 6 5/8 and as high as 9 1/4. 2. It might be well to see if the price of copper is upheld before getting into copper stocks at the present high level.

"J." Chicago: I would not sacrifice my Corn Products preferred. The efforts of certain large stockholders to compel the company to conduct the business on a higher plane will be successful if satisfied stockholders will generally unite in the movement. I would like to include your stock.

"C." Washington, D. C.: No one is obliged to follow any other person's advice. If he takes it, and succeeds, he usually is very well satisfied. If it proves otherwise, he has only himself to blame, for the man who gives advice gratuitously, does not make it compulsory, and would not if he could.

"O. G." Covington, Ky.: If I were seeking to speculate in mining properties I would rather try any one of the three you mention than most any of the long list of "wildcats" so freely advertised. I regard all the three you speak of with some favor, provided the prudent management they have had of late is continued.

"M." Brattleboro, Vt.: I note your prediction that the next panic will not be here until 1911, and that it will be a regular blizzard. That is a long way off, and no one will be apt to keep tabs on you. Suppose you try to predict the condition of the market a week or a month ahead, and see how many people will follow your advice, and be grateful or otherwise.

"S. S." Brooklyn, N. Y.: Advices from the Mogollon Gold and Copper Company, of New Mexico, recently shown me, reported an unusually rich strike. The value of the main body of the ores, as reported, is somewhat higher than that of the Montana mines. The complete facts and latest advices will be sent you if you will address Thomas J. Curran, the president, at 290 Broadway, New York.

"F. W. W.": No securities of that description are regarded as a safe investment. Otherwise they

would not pay such a high rate of interest. The standing of the officers of the Mogollon Company is good and the references are first class. You can secure all the information you ask for regarding the details of the mortgage, etc., by writing to the president, 290 Broadway, New York, for one of his illustrated booklets.

"K." Albany, N. Y.: I note what you say about your 100 shares of Malt preferred, and think you are wise in not consenting to the reorganization plan of the Jenkins crowd. I will have your shares put with the stockholders' pool that opposes any plan which does not give proper recognition to the accrued dividends on the preferred. Stockholders' rights cannot be taken from them, nor their

shares.

"Harry": 1. American Car and Foundry company sold last year as low as 14 3/4. The price is pretty high at present for a non-dividend-paying industrial of its quality. 2. St. Paul and N. Y. Central are regarded as investment stocks, and there is always danger on the short side. On reactions, both stocks look better for a purchase than anything else. 3. Southern Railway common and Mexican Central have had all the rise they are now entitled to.

"W." New York: The decline in the Con. Lake Superior shares has not apparently been accompanied by much liquidation. The company's reports indicate that it is more than earning its fixed charges, but it seems to suffer from lack of capital. A quiet rumor prevails that the Steel Trust would like to control the Superior Corporation, and there are evidences that buyers for all the shares that are being offered are readily found. I would not sacrifice my stock at a loss.

"J." Troy, N. Y.: The stockholders of the Northern Securities Company voted in April, 1904, to reduce the stock from \$395,400,000 to \$354,000, par value \$100. In return for each 100 shares of Northern Securities stock the holders were to receive 99 times \$39.27 stock of the Northern Pacific, or \$3,887.73, and 99 times \$30.17 stock of the Great Northern, or \$2,986.83, and a stub for 1 per cent. (\$100) of the original Northern Securities stock owned, the latter representing the remaining assets in the treasury, pending completion of dissolution.

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China's Trade in Dyes.

THE TRADE in dyes in China is a very
large one, and is well worth watching
by the dye manufacturers of the
United States. Apparently, the United
States has the advantage in this trade
at present; but there is reason to be-
lieve that a number of European inter-
ests are working to secure a greater
share than they now have, and American
interests need to be on their guard.
There is little expectation that Chinese
native dyes will supersede the foreign
product for many years—not until scien-
tific use of native products comes to be
as common as it is in the other parts of
the world. The decreased export of saff-
lower from the several producing dis-
tricts in China tells the story of the rise
in aniline dyes. Although the Chinese
have been making indigo by native pro-
cesses without help from abroad for cen-
turies, even their ancient industry in this
line is being superseded by the science of
the foreigner. Foreign dyes are popu-
lar and comparatively cheap, and will
probably hold the market indefinitely.
Artificial indigo is being imported.

The Terrible Burden of War.

ONE-EIGHTH of the human race, it is
estimated, has been killed in war.
The maintenance of the armaments of
the world, land and naval, costs at the
present time about one billion, two hundred
million dollars a year. A first-class
battle-ship (\$6,500,000) costs more than
the valuation of all the land and the
ninety-four buildings of Harvard Uni-
versity plus all the land and buildings of
both the Hampton and Tuskegee insti-
tutes. Our present naval programme
calls for the construction of at least
twenty more such battle-ships. The ex-
penditure on our navy in 1886 was about
\$14,000,000. In 1904 it was over \$103,-
000,000, an increase of 700 per cent. in
eighteen years.

The present cost of our navy per year
is more than six dollars per family. In
1886 it was only about one dollar and a
quarter per family. Our war with Spain
and the Philippines in seven years cost
us about one thousand million dollars.
Our present naval programme, if carried
out, will call for the expenditure of about
\$200,000,000 a year for naval mainten-
ance. Our total military expenditures
for the year 1904, including war, navy,
and pension items, was over \$360,000,-
000, or over two-thirds of our total
national expenditures.

Sending Letters by Electricity.

A NEW and remarkable addition to the
useful applications of electricity is
just now receiving the attention of the
postal authorities of several European
countries—the invention of Count Taeggi,
an Italian. It consists of a device for
the transmission of letters between dis-
tant points by electricity. For this pur-
pose it is proposed to construct a minia-
ture railway strung on wires about the
height of ordinary telegraph-poles, the
letters being transmitted in tiny in-
closed carriages propelled by electricity.
The track will be double, to provide for
letters going each way. People desiring
to mail letters will simply be required to
drop them into the posts on which the
wires are carried, an apparatus being
provided for stamping the letters with
the time and place of posting and emp-
tying them into the carriages as they
come along. They will then be carried
to a central office, be automatically de-
posited, and by a mechanical process
conveyed to the sorters' tables. After
they have been sorted they will again be
taken to the top of the building and for-
warded to their destination. It is ex-
pected that by this process letters can be
conveyed from one point to another
at the rate of 250 miles an hour, thus
making the distance, for instance, be-
tween New York and Boston in less than
one hour instead of seven as by present
methods, and between New York and
Chicago in less than four hours instead
of twenty-five as now. Count Taeggi's
invention has enough elements of practi-
cability in it, apparently, to warrant
the postal authorities of Italy and Eng-
land in taking it under serious considera-
tion. For short distances, at least, such
as that between New York, Philadelphia,
and Washington, it would seem as if a
device of this kind would work well and
be worth trying.

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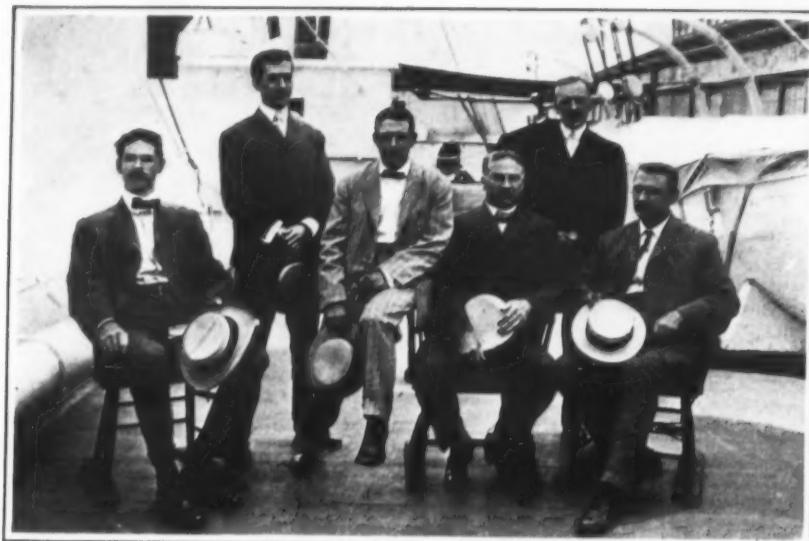
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Special Prizes for Photos.

LESLIE'S WEEKLY was the first publication in the United States to offer prizes for the best work of amateur photographers. We offer a prize of \$5 for the best amateur photograph received by us in each weekly contest, a second prize of \$3 for the picture next in merit, and a prize of \$2 for the one which is third in point of excellence, the competition to be based on the originality of the subject and the perfection of the photograph. Preference will be given to unique and original work and to that which bears a special relation to news events. We invite all amateurs to enter this contest. Photographs may be mounted or unmounted, and will be returned if stamps are sent for this purpose with a request for their return. All photographs entered in the contest and not prize-winners will be subject to our use unless otherwise directed, and \$1 will be paid for each photograph we may use. No copyrighted photographs will be received, nor such as have been published or offered elsewhere. Many photographs are received, and those accepted will be utilized as soon as possible. Contestants should be patient. No writing except the name and address of the sender should appear on the back of the photograph, except when letter postage is paid, and in every instance care must be taken to use the proper amount of postage. Photographs must be entered by the makers. Silver paper with a glossy finish should be used when possible. Matte-surface paper is not suitable for reproduction. Photographs entered are not always used. They are subject to return if they are ultimately found unavailable in making up the photographic contest. Preference is always given to pictures of recent current events of importance, for the news feature is one of the chief elements in selecting the prize-winners. The contest is open to all readers of LESLIE'S WEEKLY, whether subscribers or not. All photographs accepted and paid for by LESLIE'S WEEKLY become its property and therefore will not be returned.

Our amateur prize photo contest has long been one of the successful features of LESLIE'S WEEKLY. The publishers have decided to establish an additional contest in which professionals, too, may take part. LESLIE'S WEEKLY will give a prize of \$10 for the best picture with News value furnished by any amateur or professional. For every other News picture accepted for use \$2 will be paid. All photographs should be accompanied by a very brief statement of the events depicted.

N. B.—All communications should be specifically addressed to "Leslie's Weekly, 225 Fourth Avenue, New York." When the address is not fully given, communications sometimes go to "Leslie's Magazine" or other publications having no connection with LESLIE'S WEEKLY.



TO MAKE CANAL ZONE MORE HABITABLE.

NATIONAL CIVIC FEDERATION EXPERTS ACCOMPANY CHAIRMAN SHONTS AND ENGINEER STEVENS ON PANAMA TOUR OF INVESTIGATION.

From the left: Edward A. Moffett, editor *Bricklayer and Mason*; W. Leon Pepperman, assistant chief, Isthmian Canal Commission; W. E. C. Nazro, welfare manager, Plymouth Cordage Company; Theodore P. Shonts, chairman canal commission; Paul Charlton, law officer, Insular Bureau, United States War Department; John F. Stevens, chief engineer Isthmian Canal.

BUSINESS CHANCES ABROAD

CONSUL HALSTEAD, of Birmingham, England, writes that a firm of brass founders, stampers, and piercers, whose letter-head indicates that they make bedstead mounts, fender supports, weavers' mails, and all kinds of raised articles, asks him to obtain for them the names of reliable makers in America of stamped mediaeval cabinet handles, also of iron castors used by cabinet-makers.

AN AMERICAN traveling in Canada in the interest of United States trade writes the bureau of manufactures that the people of this country do not realize the advantages Canada is deriving from its protective tariff. This gentleman expresses the opinion that Americans are likely to have a sharp struggle in the future to maintain their present foothold in the Dominion markets.

CONSUL BURRELL, of Magdeburg, Germany, reports that importers of that city have requested to be put in touch with American firms exporting Manilla hemp. These importers have, heretofore, purchased through foreign agents, and state that they are obliged to wait an unreasonable time before being supplied, and that the conditions under which they buy are unfavorable. Any matter sent to Consul Burrell relative to the support will be delivered to the parties interested.

CONSUL-GENERAL GUENTHER has collected from official and other reliable sources information regarding proposed expenditures for public and other improvements in Europe which will interest parties in this country engaged in the several industries concerned. From the consul-general's letter the following items are taken: The Credit Agricole, in Bucharest, Roumania, will award a contract for its office building, estimated cost \$66,000. The estimated cost for the new parliament building in Servia is \$415,000. Iron bridges over the Arauta and Jassencica rivers in Servia are to be contracted for. The municipality of Madrid, Spain, proposes the issue of \$10,000,000 bonds to be expended for public works. The Direccion-General de Obras Publicas, in Madrid, has granted a concession to the Sociedad La Plata for utilizing the Bornoba River, in Heledaencina, in the province of Guadalajara, for the creation of electric energy to work the mines in that district. The Junta de Obras del Puerto, in Almeria, projects the

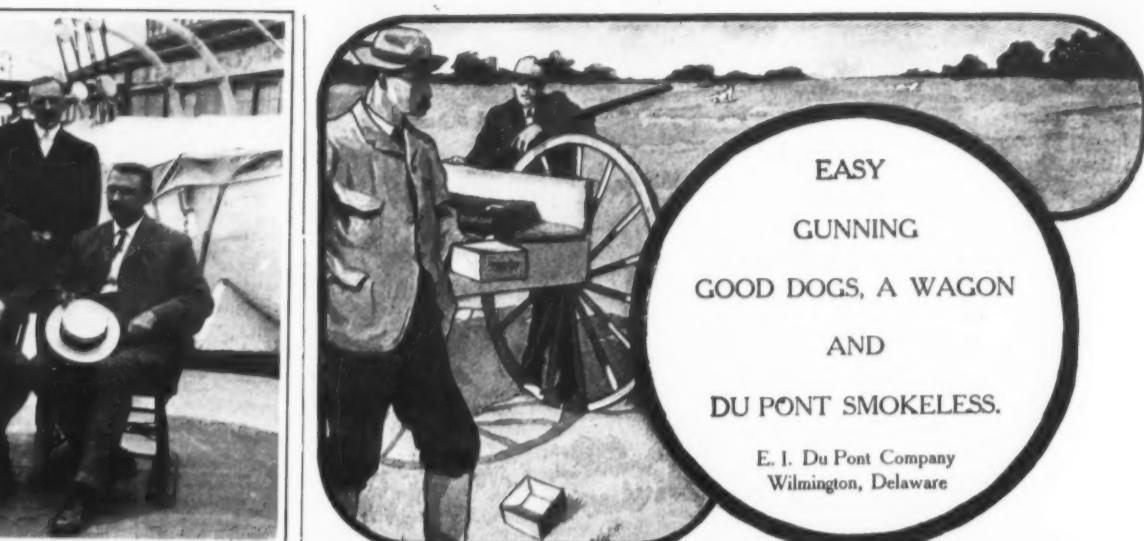
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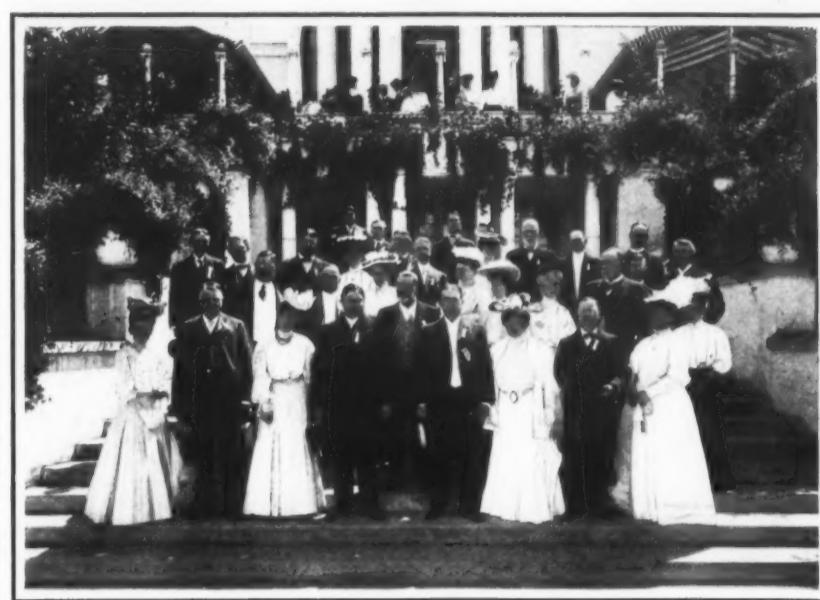
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NEW YORK'S REPRESENTATIVES AT PORTLAND.

Officials on steps of the beautiful State building at exposition grounds. First row, from the left: Mrs. Charles R. Huntley, Speaker S. Fred Nixon, Mrs. H. W. Goode, Lieutenant-Governor M. Linn Bruce, Dr. Samuel B. Ward, vice-president New York State commission; H. W. Goode, president of the Lewis and Clark Exposition; Mrs. M. Linn Bruce, Governor George E. Chamberlain, of Oregon, and Mrs. Samuel B. Ward.



5th And then the justice full of wise saws.

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The Hermit

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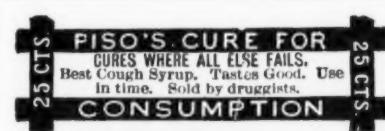
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Encyclopedias: Britannica regularly \$36.00. Our price, \$7.75. Charles Dickens' Complete Works, 15 vols., regularly \$16.00. Our price, \$2.95. Balzac's Complete Works, 32 vols., Sainsbury Edition, regularly \$64.00. Our price, \$18.50.

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NOTICE TO TAXPAYERS.

Department of Finance, Bureau for the Collection of Taxes, No. 57 Chambers Street, Borough of Manhattan. New York, September 26th, 1905. NOTICE IS HEREBY GIVEN THAT THE ASSESSMENT-ROLLS of Real Estate and Personal Property in The City of New York for the year 1905, and the warrants for the collection of taxes, have been delivered to the undersigned, and that all the taxes on said assessment-rolls are due and payable on Monday October 2, 1905, at the office of the Receiver of Taxes in the borough in which the property is located, as follows: Borough of Manhattan, No. 57 Chambers street, Manhattan, N. Y.; Borough of The Bronx, corner Third and Tremont avenues, The Bronx, N. Y.; Borough of Brooklyn, Rooms 2, 4, 6 and 8, Municipal Building, Brooklyn, N. Y.; Borough of Queens, corner Jackson avenue and Fifth street, Long Island City, N. Y.; Borough of Richmond, corner Bay and Sans streets, Stapleton, Staten Island, N. Y. In case of payment during October the person so paying shall be entitled to the benefit mentioned in section 915 of the Greater New York Charter (chapter 378, Laws of 1897), viz.: A deduction of interest at the rate of 6 per cent. per annum between the date of such payment and the 1st day of December next. ALL BILLS PAID DURING OCTOBER MUST BE REBATED BEFORE CHECKS ARE DRAWN FOR PAYMENT. When checks are mailed to the Receiver of Taxes they must be accompanied by addressed envelopes with postage prepaid in order to insure return of received bills by mail. Checks dated October 2 should be mailed to the Receiver as soon as possible after bills have been received by the taxpayer.

DAVID E. AUSTEN,
Receiver of Taxes.

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None genuine without This Label
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